

# Hongkong Daily Press.

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## TEN MILLION DISABLED MEN. PROBLEM OF FINDING THEM EMPLOYMENT INTERNATIONAL LABOUR STUDY.

The importance of the problem, in all countries which took part in the Great War, of finding employment for disabled men, may be realised if it is remembered that the total number of disabled ex-service men is over ten millions.

This problem has for long been engaging the attention of the International Labour Office of the League of Nations. Important information with regard to the extent of the problem and the measures which have been adopted to deal with it in various countries are contained in a Report presented by the International Labour Office at a meeting of Experts held to consider methods for finding employment for disabled men at the International Labour Office, Geneva. As already mentioned, the total number of men disabled is over ten millions. Of these 1,500,000 are in France, 1,170,000 in Great Britain, 1,537,000 in Germany and 800,000 in Italy.

The immense majority of disabled men are workers. In Germany, for example, more than 80 per cent. of the disabled men are paid workers coming under the legislation on compulsory sickness insurance. The German figures, which refer to a total number of one and a half millions of disabled men, may probably be regarded as generally typical, and if the above proportion is applied to the total number of one and a half millions of disabled men in all countries, it may be estimated that the number of disabled paid workers is about eight millions. If it is remembered that the ages of these eight million men range from 25 to 45 and that it is between these ages that the output of the worker is the greatest, it will be clear that, since the war, the question of the employment of disabled men has become an important factor in the general problems of the distribution of labour and of production.

The consideration of the question of the employment of disabled men in governed by two essential considerations.

(1) Work is an absolute necessity for the majority of disabled men. Before the war, the immense majority of them lived on their earnings, and though they receive pensions in respect of their disability, these are in no country sufficient to support them without working, even if their disability is very serious.

(2) Although disabled men are obliged to support themselves by their earnings, they are ill-equipped to compete in the open labour market. They cannot hope to succeed against uninjured workers, especially if their working capacity is largely reduced by their disability. Employers are more willing to engage an uninjured worker upon whose output they can rely, than a disabled man whose efficiency is presumed to have been more or less reduced and who appears to be more specially liable to the danger of accidents which may have especially serious consequences in view of the disability which already exists. It is difficult to determine the vocational capacity of the disabled man, and this results in disputes concerning the fixing of wages which employers are anxious to avoid. Again, the disabled worker sometimes encounters difficulties in his relations with the other workers who feel some apprehension lest the disabled man who is in receipt of a pension should accept work at less than the trade union rate and should thus contribute to the lowering of wages.

The consequence of these very real difficulties, and, to some extent, legitimate apprehensions, is undeniable: the disabled men find it difficult to obtain employment and are more seriously affected by periods of unemployment than are other workers.

With a view to finding employment for disabled men in all the belligerent countries, it has been provided by legislation or by regulation that disabled ex-service men are to have preference in obtaining posts in the public service. The right of preference is organised in widely divergent ways in the various countries. Three different types may be distinguished:

(1) Disabled men may be allowed a general right of preference in obtaining all those posts in the public service which they are capable of filling. This is the case in Austria, Belgium, Canada, the United States, Great Britain, Poland, Yugoslavia and Roumania.

(2) Disabled men may be allowed preference in obtaining certain definitely specified categories of posts. The right of preference may apply either to the total number of such posts or to a certain proportion in each category. This is the case in France.

(3) Disabled men may be allowed a right of preference, and the public departments may be obliged to employ a certain percentage of disabled men in their entire staff. In Italy, the percentage of posts to be allocated to disabled men is from 10 to 20 according to the category of posts in question.

The employment of disabled men in the public service is, however, only a very partial solution of the problem. The vacancies existing in the public service are not nearly sufficient to provide for all the applicants, and in practically all countries the conclusion has been reached that employment must be found for disabled men in private undertakings as well as in the public service.

In organising the employment of disabled men in private undertakings, the different countries have adopted two widely different methods. The first is based on the voluntary collaboration of the employers who undertake to engage a certain proportion of disabled men determined in conditions laid down

in advance and under the supervision of the State. This is the system adopted in Great Britain. The other method is to adopt legislation percentage of disabled men. This method has been adopted in Germany, Austria, Italy, Poland, Roumania and Yugoslavia, and has been proposed in France and Czechoslovakia.

The experts who met at the International Labour Office were invited to compare the laws, regulations, or agreements, applied or under consideration in the various countries, the difficulties encountered and the results obtained, with a view to permitting Governments and Associations of ex-service men to reap the full benefit of the experience gained in the different countries.

The experts were chosen in part from among the heads of Government Departments dealing with the employment of disabled men, and in part from among the leaders of the associations of disabled men in the following countries: South Africa, Australia, Austria, Belgium, Canada, Czechoslovakia, France, Germany, Great Britain, Hungary, Italy, New Zealand, Poland.

The following are the experts from Great Britain and the Dominions: Mr. J. R. Passmore, of the Training Department of the British Ministry of Labour; Lt.-Col. George Crossfield, Vice-Chairman of the British Legion; Brig.-General J. S. Wylie, K.C., M.V.O., D.S.O., V.D., South African Branch of the British Empire Service League; Mr. Loftus Hills, Member of the Federal Executive of the Returned Sailors and Soldiers' Imperial League of Australia; Mr. R. B. Maxwell, First President of the Great War Veterans Association of Canada; General Sir Andrew Hamilton Russell, K.C.B., K.C.M.G., President of the New Zealand Returned Soldiers' Association.

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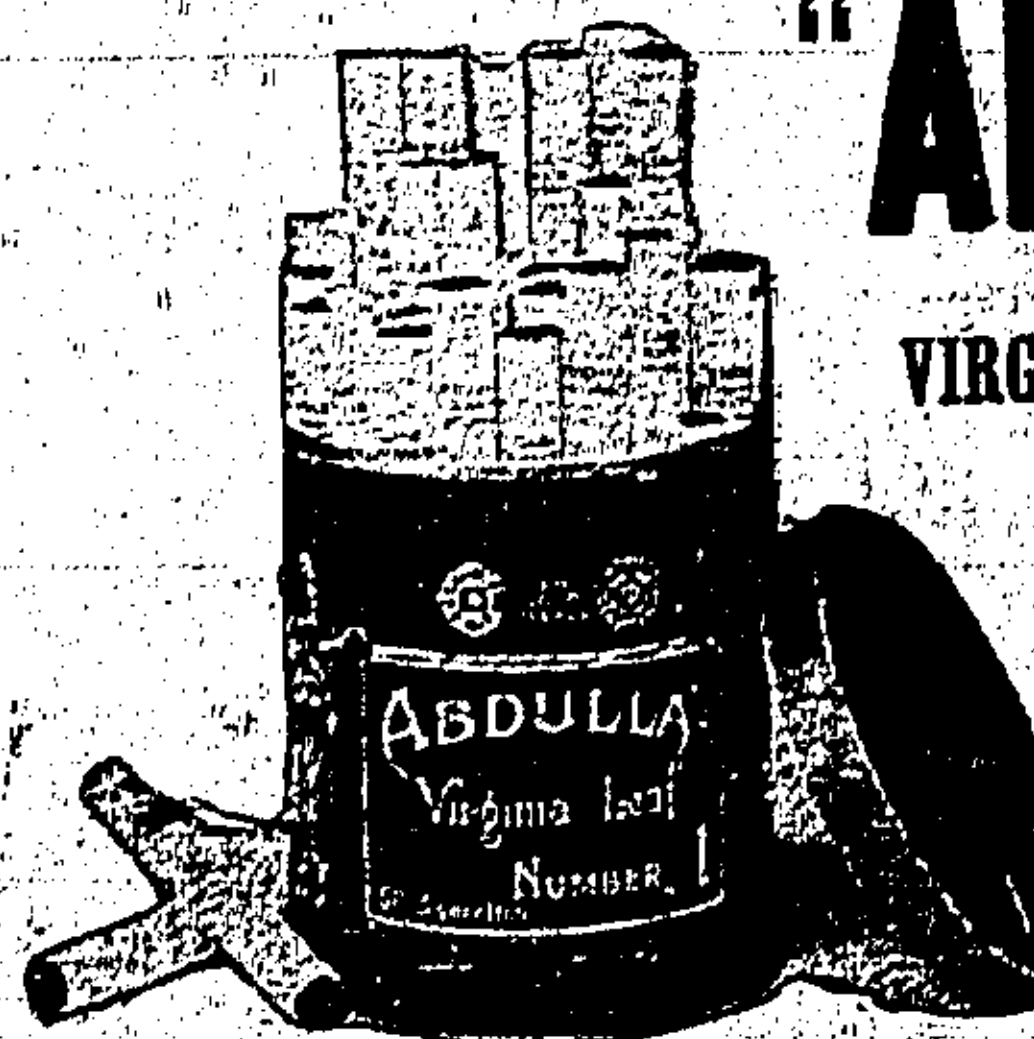
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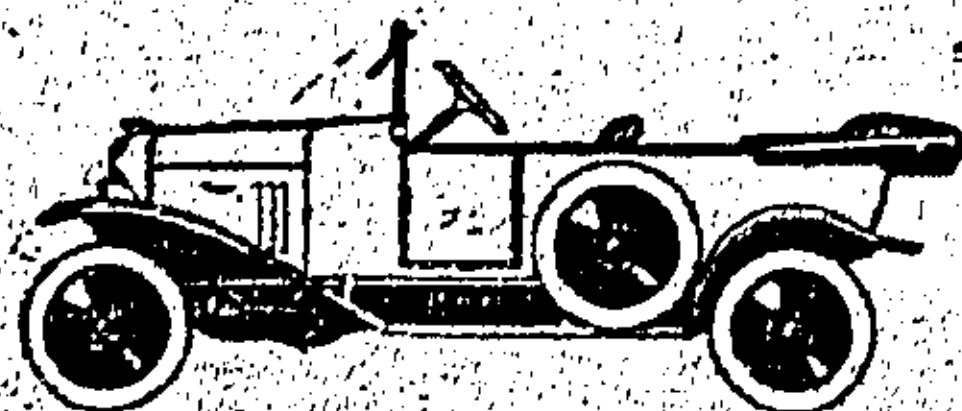
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## A PAGEANT OF PURPOSE.

GREAT BRITAIN "AT HOME" TO  
HER CHILDREN.

[BY LENA ARNHEIM.]

Prosperity like charity begins at home. If a nation's exports are fish and blood, instead of textiles, machinery, food, that nation is not prosperous. In other words, excessive emigration is bad for any country. If the people must leave home in order to live, home is in a bad way. There is no reason why people should not move round, but there is every reason why they should not give their allegiance to another flag, if they can with any economic security remain under their own.

In the case of the small nations of Central Europe there is but a little choice. They emigrate to the United States, or to Canada, or to Australia, and begin the work of learning to be a new people, to speak a foreign tongue, to assimilate strange ways of life. Their children, owning another flag, look upon them as alien. The Englishman, more fortunately placed, crosses the illimitable seas and is still at home. His prospects enlarge, his opportunities widen out, thousands of miles separate him from his birth-place, but he need not give up his language or his allegiance. He can satisfy his desire for adventure, or become perhaps for the first time in his life prosperous. But the conditions in which he works are not hopelessly foreign to him. His mother-tongue will be his children's. He has found the answer to the question, "How can I help Great Britain?" in a practical fashion. In the Canadian West, in the Australian bush, on the South African veldt, engineering in Burma or irrigating Egypt, he helps to solve the problem of Empire.

And once in a long time he comes back to England to tell what he has done; to show what he has acquired in the course of his adventures.

So in the fairy-tales did the three sons of the king come back to relate the tests and trials they had been through in their efforts to prove their mettle. They came back bearing gifts strange and magical to the court of those who had stayed at home, speaking with a great flourish and assurance of the sights they had seen. Eyes and ears and mouths opened wide to their tales. Competition in the adventure of living was stimulated by their return.

No need to force the allegory. The sons of the king are all coming back next April to relate their adventures, to distribute their gifts. The Mother-Country will be "At Home" at Wembley Park—at home on a most splendid scale to her sons and daughters to their friends and new relations-in-law, and to many pilgrims besides. But the children of the Empire will be "At Home" equally hosts and guests at the same time, co-operating with the Mother-Country to make this Empire Bazaar the most brilliant and impressive Pageant of Purpose that has ever been held. The great British Empire Exhibition which is to open next April is a serious effort to establish and revitalize the prosperity of Great Britain after the drain of war, with the ultimate purpose of injecting the Empire with a wholesome optimism and energy. That way lies the health of the world.

The purpose is a serious one, but it will be gallily presented. The ponderous old ideas that one must be bored and exhausted in order to demonstrate "mental improvement" have vanished. The eye must be amused and charged, the ear pleased, the body conveyed without physical fatigue. If the mind is to be stimulated and interest maintained.

A glimpse of the astonishing compass of the coming wonder-city now in the course of construction at Wembley is afforded even from a train window, and a visit to the grounds is curiously exciting. "To know how to suggest is the great art of teaching," said a wise man. There is only a suggestion here as yet of the power and variety of the Empire's enormous resources, but there is enough to fire the imagination to send one on a travelling carpet over the seas and continents of the world.

India, Hongkong, The Dominions, Protectorates, Colonies—each has staked out its claim, and by October many buildings will be sufficiently advanced to be recognisable by characteristic architecture or intent. The dreamy dignity of the Indian Pavilion, the gorgeous hippogriffs that guard the entrance to Burma, the Chinese street which will transport one to the heart of the Celestial Kingdom, the scientific triumph of the colossal Palace of Machinery, the suggestion of Greek prowess in athletics aroused by the impressive beauty of the vast Stadium enclosing a jewel-green playing field—all these stir the mind while the place is given over to solitude but for the workmen.

How much more will the mind be excited when the dreams of architects and engineers have taken full material shape and delight the eye in their completed strength. And when the sons of the king are back from their adventures, bearing the gifts and telling the tales of their new and adopted countries a new Arabian Nights will begin, six months long. Only the tailor told will be of industry and reward, of struggle and conquest, of adventure and success and prosperity at hand for the seeking.

Fascinating results of universal benefit cannot fail to follow Great Britain's comprehensive, generous, and hospitable "At Home" when all the world and his wife find their way to Wembley next Spring.

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b—buyers; s—sellers; ex—sales.

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Mr. Montagu C. Norman, the Governor, said the matter was in the hands of a committee of directors. The plans originally published provided for the retention of the outside walls without making any sacrifice of efficiency or amenability.

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# STARTLING SUICIDE AT CENTRAL POLICE STATION.

GERMAN HUNGERS HIMSELF FROM VERANDAH.

SEQUEL TO "ATTEMPTED SUICIDE" AT THE HONGKONG HOTEL.

At 2.15 p.m. yesterday a sensational suicide occurred at the Central Police Station. A German Jew named Hugo Amburg, 47, fell over the first floor verandah on to the paved ground twenty feet below. He alighted on the back of his head and his skull was badly fractured. He was immediately removed to hospital and died, either on the way or just after being admitted.

The incident was all the more tragic by the fact that the deceased man's wife is at present in the Government Civil Hospital, suffering from poison taken at the Hongkong Hotel on the previous night. Her condition is critical and this knowledge is believed to have prompted the husband's rash act.

Whilst he was waiting on the verandah to be examined by the detectives as to the circumstances surrounding the incident at the Hotel on the previous night a message was brought in from the hospital that his wife was dying. Without hesitation Amburg jumped on to a bench just inside the verandah, concrete railing, stepped lightly on top, placing his foot between two pots of plants and dived to the ground below, just as if he were diving into a swimming bath. Another gentleman, a German interpreter who had been brought to the station to interpret for Amburg was standing quite close to him when he made the fatal plunge. He realised too late Amburg's intentions. He saw his face blanch and his body grow rigid. The interpreter moved towards him and as he did so Amburg took the flying leap. The interpreter was able to catch hold of Amburg's trousers but was unable to hold on and the next thing he heard was a sickening thud below.

Before indicating what is believed to be the story behind what happened in the hotel on the previous night is of primary interest. Naturally the Hotel management are reluctant to speak about it whilst the police are not prepared to speak definitely until they have completed their investigations. The brief police report read:

"Attempted Suicide.—Sent to the Government Civil Hospital from the Hongkong Hotel, a German subject named Mrs. Amburg, suffering from poisoning."

In other authoritative quarters we were informed that it was not a case of suicide at all, but rather an unfortunate mistake in which the lady, who had been troubled with insomnia, took an over dose of a sleeping draught. This was at 11 p.m. and Dr. Morrison was called in to attend to the lady. When he arrived at the hotel the lady was unconscious. It was obvious to his professional eye that her condition was serious and that the symptoms were those of poisoning. Mr. Morrison handed the case over to the police and the lady was removed to the Government Civil Hospital. It is said that Amburg, after his wife's removal to the hospital, made several attempts to commit suicide. In these attempts he was foiled, but yesterday he evaded the police and carried out what he had apparently been premeditating all night.

Whether or no Mrs. Amburg did actually attempt suicide remains to be established. Her dying deposition were taken yesterday afternoon by a Magistrate, but these have not been disclosed.

Shortly after Amburg's suicide the police visited the Hongkong Hotel and collected the unfortunate couple's belongings, which included a large batch of correspondence in German and written on P. and O. stationery in bright green ink. From this correspondence and what is known of the couple some idea of the motive can be gained. They were both young, the woman being about 28 years of age and the man 29 years of age. He was a film agent and had travelled extensively in the East. This was not his first visit to Hongkong. He was in a comfortable position and there is nothing, so far as is known, to show that they were financially embarrassed. It appears to be one of those cases in which the course of love did not run smoothly although, according to Mrs. Amburg's letters to her relations in Germany, she was "very" happy. They had not long been married, probably at the beginning of September, or the end of August, Mrs. Amburg coming out from Düsseldorf to Java (where her father resides), for the express purpose of marrying the deceased man. They were quietly married at Belawan, Deli, Dutch East Indies, and prior to coming to Hongkong on the s.s. *Deutsche* they had apparently visited Manila. They had been in the Colony for some little time, the husband being engaged with his agency work.

From the trend of the correspondence Mrs. Amburg appears to have been suffering from remorse for something that had happened long ago, and in addition she was inclined to be hysterical. It is now thought that in one of these fits of remorse Mrs. Amburg attempted to take her own life. It is highly apparent that Mr. Amburg was very fond of his wife, and in his distress at her action is to be found the reason for his own rash act.

MRS. AMBURG NOT EXPECTED TO RECOVER.

We were informed late last night that Mrs. Amburg's condition is very grave, in fact she was not at that time expected to survive the night.

## HONGKONG SANITARY BOARD.

FACTS AND FIGURES ABOUT SMALL-POX.

PROGRESS OF THE VACCINATION CAMPAIGN.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon. Mr. G. R. Sayer, Head of the Sanitary Department, presiding. There were also present: The Hon. Mr. H. T. Creasy, Director of Public Works, Mr. C. G. Alabaster, K.C., Mr. Wong Kwong-tin, Mr. S. W. Tso, Dr. W. W. Pearce (Medical Officer of Health) and the Secretary to the Board (Mr. J. A. Fraser).

The first four items on the agenda were merely formal approvals from the Government regarding the erection of water closets in various private buildings.

With regard to the question of bringing the rural districts of the Colony under the control of the Board, the CHAIRMAN said that the Committee had not yet handed in their report on the subject. In view of the legislation now under consideration, which practically covered all the points at issue, he thought it was not now necessary for the Committee to make the report called for.

The Board agreed.

THE SMALL-POX EPIDEMIC.

STATEMENT BY MEDICAL OFFICER OF HEALTH.

The CHAIRMAN then called upon the Medical Officer of Health to make a statement as to the small-pox epidemic.

Dr. Pearce commenced his statement by giving statistics of the epidemic since the beginning of October. He said that for the week ending October 6th, there were 13 cases and six deaths. For the week ending October 13th, there were 8 cases and six deaths. For the week ending October 20th, there were 37 cases and 17 deaths. For the week ending October 27th, there were 60 cases and 21 deaths, which was a slight increase. For the week ending the 3rd inst., there were 47 cases and 14 deaths. The last figures showed a considerable drop in the number of cases, but he thought it was much too early to state that this drop was due to the vaccination campaign, though he thought it could be attributed to this to some extent. It might be due, he thought, to weather conditions. At any rate, they must be prepared for further increases once the weather got colder. This had been so in the past; although during the past year there had been more cases throughout the hot season than was to be expected. But whilst they could not say exactly whether small-pox was due to the seasons he hoped to see good effects from the vaccination campaign, although several weeks more would probably pass before the returns would show a distinct decrease.

THE VACCINATION CAMPAIGN.

The CHAIRMAN then made a statement on the vaccination campaign which, he said, was opened last Thursday. Since then 24,000 people had been vaccinated, not including those done at the public dispensaries. These would probably number between 8,000 or 7,000. They were now vaccinating at the rate of 4,000 a day in Hongkong and 800 in Kowloon. They had engaged, temporarily, a paid staff of 20 vaccinators besides volunteers and four Sanitary Inspectors, all of whom were fully qualified men, and it was reckoned that this staff should be able to vaccinate between 7,000 and 8,000 a day.

It was particularly noticeable, continued the CHAIRMAN, that a large proportion of those being vaccinated were children, and it seemed important to dispel the idea that adults who had been vaccinated several years ago were immune. It would be a wise thing for those who had not been vaccinated during the past five years to take the opportunity now and not to rely on a period of immunity for more than three years. He appealed to the Medical Officer of Health to bear him out in this statement.

The Medical Officer of Health said that it was quite impossible to state for certain how many years vaccination would last. In some cases it would go for seven years, and in other cases not so long, but it was impossible to get any definite data. There was a popular idea that every seven years was sufficient, and that people who were vaccinated every seven years were immune. Experience showed that some people were protected throughout their lives and that other people have to be vaccinated frequently. Therefore, he thought it extremely advisable to be vaccinated every few years and thus make certain of immunity. If the vaccination was successful then the person would be thankful it was done. If on the other hand the vaccination had not been successful—even if properly carried out—then he would feel he had done the best by himself, and that he still enjoyed immunity. He himself had been done ten times since he arrived in the Colony but the vaccination had not taken once.

The CHAIRMAN, continuing his speech, said that he would like to acknowledge the offers of voluntary help, for which they were very thankful. They were grateful to Mr. H. W. Ray, who was establishing stations at the Grand Theatre, Yau-mat, and the Tai-Yat Theatre, Yau-mat, and to Mr. Ralphs, on behalf of the St. John's Ambulance Brigade, who was establishing at the Bellis Girls' School a station for women and a general station at the Sai Ying Pui School, and to the District Officers at Tin Lung and Cheung Chai in the New Territories. The volunteers at these stations were all duly qualified men. He would also like to record the appreciation of the moral support given to the Campaign by the various Kai-fongs, and in particular by Mr. Tso, for his work in Sai Ying Pui where the epidemic is particularly serious. There was no discussion on the subject and this concluded the business before the meeting.

## SUMMARY COURT.

(REPORT, HIS HONOUR THE PRISON JUDGE (MR. JUSTICE COMPTON)).

WHEN A FIRM CHANGES ITS NAME.

Lai Tsau Chan sued Sun Ying Tai and the Tai Hing Cheung Firm yesterday morning for the recovery of \$750 money received by the first defendant and of which second defendants were guarantors. Mr. Layman appeared for the plaintiff and Mr. A. E. Hall for the second defendants.

Mr. Layman said the plaintiff's claim was for \$750, money received by the first defendant. The second defendants were the guarantors for this sum under a guarantee dated August 13th, 1923. With regard to the first defendant, they had been unable to serve him, so that the case was really against the second defendants as guarantors. The money advanced was in virtue of an agreement by which the plaintiff was to be appointed assistant comprador. The plaintiff was induced to advance this money very largely in view of the fact that the guarantee was made by the second defendant. He was to have been appointed to a certain position but, in fact, he was never appointed nor was any business done.

In reply to his Lordship Mr. Layman said the money was put up as security. He went on to say that the plaintiff, finding that he was not getting anything for his money, had asked for the return of it. He believed that the defence was that the firm had changed its name and was, therefore, not liable.

Mr. Hall said the only defence was that they gave notice in various Chinese papers that they had taken over the firm. He also pointed out that the chop of the firm was different to that with which the guarantee was chopped.

Mr. Layman said he hoped to establish that the so-called new firm was substantially the same as the old firm.

His Lordship said that the whole thing boiled down to whether or not the plaintiff was seeing the right person.

In evidence the plaintiff said he did not know that the name of the firm had been changed from the Tai Hing Cheung Firm to that of the Cheung Tsing Tong Firm.

After hearing the evidence his Lordship gave judgment for the defendants, holding that they were not responsible.

## FIRE ENGINE COLLIDES WITH A PILLAR.

FOUR FIREMEN INJURED; ENGINE BADLY DAMAGED.

A serious collision occurred in Queen's Road East, yesterday morning, when one of the two engines stationed at Wanchai Fire Station collided with a concrete verandah pillar at Wellington Barracks and was badly smashed up. Four of the firemen were injured and taken to hospital. Two were detained in hospital as they were in a serious condition.

The accident occurred at 8.15 a.m. At that time the engine was returning from fire drill, which is held practically every morning in the vicinity of the Supreme Court building. Only vague details as to how the accident occurred are yet known as statements have not yet been taken from the driver and others on the engine. But it is presumed that the vehicle was going at a fair speed and, in avoiding traffic, it swerved towards the pavement. Another version is that the machine skidded, and struck the pillar. The crash brought out a number of soldiers from Wellington Barracks and those who came on to the verandah, directly above the scene of the accident state that they saw practically all men who were on the engine lying on the road in a dazed condition. Military aid was at once given and until the motor ambulance arrived the soldiers did useful service in bandaging up the injured men. The driver of the car and the fireman who was sitting next to him escaped injury, but those on the running board were either thrown with great force on to the ground or dragged against the verandah pillars.

The engine itself is one of the old type; in fact, it was the first engine brought to the Colony and has recently served as a tender for the Brigade. The engine has been badly damaged, the radiator was pushed back out of position; one of the front wheels was smashed completely, the axle-tree was twisted, the rear side running board was carried away, and a first-floor ladder which the machine carried was smashed. The internal damage to the engine also must be great.

## ARMED ROBBERIES IN THE NEW TERRITORY.

From the New Territories comes a report of a strange procedure at two armed robberies which were carried out by the same gang of robbers in one night. At 7 p.m. last Friday a gang of robbers entered a stonecutter's house at Cheung Sha Wan village. They tied up the husband and stole about \$50. On leaving they took the stonecutter's wife with them, telling the husband that if he wanted her back he would find her at Ho Fui's house at Shum Man village. The husband, as soon as he was released, journeyed there and, sure enough, he found his wife bound and gagged. But in the meantime the robbers had looted this house also, and got away with \$400 worth of property. The gang were well armed, some with revolvers, some daggers and another with a saw.

## CORRESPONDENCE.

POPPY DAY DRIVE.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

Sir,—Touching the above I have talked to many people about the sale of Poppies on Armistice Day for the Earl Haig's Fund and it rather seems to me that there is a lack of information amongst the general public concerning Earl Haig's Fund and a corresponding lack of sympathy with Poppy Day Drive. All money collected by Poppy Day Drive (less expenses) will be remitted to Earl Haig's Fund, the objects of which are to relieve the distress amongst:

- (1) Ex-Servicemen.
- (2) Widows, orphans and dependents of those killed in the War.
- (3) Disabled.

Taking these three bodies of people on by one, while there is no doubt that the unemployed at home have by their own actions destroyed a certain amount of the sympathy of the public, there is, on the other hand no doubt that a considerable distress exists amongst the unemployed ex-servicemen in fact one sentence of Earl Haig's telegram this year reads—

"Unemployment causing severe distress amongst ex-servicemen."

Regarding No. 2 while the widows, provided they are able-bodied, can no doubt work and look after themselves, many of the children will require support until they grow up, and during that interval they can but be regarded as a trust left to us by those who have been killed.

Regarding the third body, the disabled from the War, presumably the Government or somebody clothes them and feeds them as they live, but assistance is also rendered to them by Earl Haig's Fund and a proportion of the money remitted from Hongkong will be devoted either to their support, or to procuring for them the comforts and attention they need in their crippled state, such as tobacco, etc., which will convey to them a message of sympathy, and also the pleasant information that though they are out of sight, they are not out of mind. Few of us there are, who have not seen them carried off, maimed, legless, eyeless, or in some way crippled, and though I have no statistics at hand the number of the disabled stowed away in different corners must run into thousands. To them who were formerly able-bodied men such a fortune must be particularly irksome and any message of remembrance that we can send them cannot fail to make their lot easier to bear.

The public have in the past been very generous in contributing to these objects, but this generosity does not quite meet the bills, because as long as these people who have suffered in the service of the Empire live, the need for funds to relieve the distress amongst them exists.

Earl Haig's Fund, as far as it is able, deals with the distress amongst the various people mentioned above, and Armistice Day, once a year would seem to be a good opportunity of contributing to the funds according to our means. Armistice Day being the day when we give thanks that the War ended, when it did, and ended in our favour.

It may be that I take too much upon myself in writing to you in this manner, but the cause is one with which I sympathize deeply and I am given to understand that the Poppy Day Committee who are organizing the local appeal are much handicapped in their efforts not only by lack of offers of assistance, but also by apparent apathy for the objects of the appeal. If people review the position as it is, I feel convinced they will give Poppy Day their very generous support.—Yours, etc.,

SYMPATHISER.

Hongkong, November 6th, 1923.

## PILFERING AT KOWLOON GARAGES.

YOUNG THIEVES CAUGHT AND SENTENCED.

For some time past there has been a considerable amount of pilfering of motor car accessories from motor cars and garages in Kowloon. The thieves became so impudent as to steal accessories from a Police Inspector's car. Their latest effort, however led to their capture. On that occasion four Chinese boys were seen trying to enter a private garage at Nos. 9 and 10, Pease Avenue, Ho Man Tin, and yesterday they were charged before Mr. J. B. Wood with stealing a motor pump and a bicycle lamp, the property of Mr. Tregillus and Mrs. Lano respectively. One of the boys was seen to climb on to the shoulders of another and try to enter the garage by a window. He was caught and the others were arrested on his information.

Two of the boys received twelve weeks' hard labour, one got six weeks, and the fourth, eight strokes with the birch.

On the previous day a man was sent to prison by Mr. Wood for receiving stolen motor accessories.

## PIRACY IN THE WEST RIVER.

A CHINESE GUNBOAT PATROL.

Commanders of river gunboats have been instructed by Admiral Chen Chak, the Canton Daily News says, to give protection to merchant vessels plying between the various ports of the West River. "In order to check the bandits more thoroughly, each commander is allotted a certain section for his supervision, and it will be his duty and responsibility to maintain the peace and order over that section."

In some parts of the river where the bandits can easily gain access to attack merchant vessels, mines are laid.

### WEST END FASHIONS FOR EVENING WEAR.



**LINCOLN BENNETTS HATS**

IN THE LATEST SHAPES AND SHADES

**\$13.50, 15.00 AND 25.00**

**PATENT PUMPS AND LACE SHOES \$14.00**



**STIFF FRONTED DRESS SHIRTS ONE OR TWO STUD OR WITH SOFT PLEATED FRONT \$7.50**

**BLACK SILK SOCKS \$2.00 PAIR**


## LANE, CRAWFORD, LTD.

### ROWN'TREE'S DELICIOUS CHOCOLATES.


COMPRISING 14 VARIETIES.

OBTAINABLE AT

## LANE, CRAWFORD, LTD.



## COLUMBIA RECORDS



(NEW-PROCESS)

**EIGHTSOME REEL**

**FOURSOME REEL**

**CALBOONIANS**



**SAVOY LANGERS**

**CITY OF PLEASURE LANGERS**

**BOHEMIAN BOYS LANGERS**

AT

## ANDERSON'S.



TELEPHONE C. 4578

An opportunity to secure at Reduced Prices

## BATH TOWELS. HAND TOWELS. FACE TOWELS. BATH MATS.

New Goods offered at a Reduction for a Few Days



## NEW ADVERTISEMENTS

## NOTICE

This Prospectus has been duly filed with the Registrar of Companies.

The Subscription List will be Open on WEDNESDAY, the 14th DAY OF NOVEMBER, 1923, and Close on or before FRIDAY, the 23rd DAY OF NOVEMBER, 1923.

## HONGKONG DEVELOPMENT BUILDING AND SAVINGS SOCIETY, LTD.

Incorporated under the Companies' Ordinances 1911-1921.

**CAPITAL** \$10,000,000  
DIVIDED INTO 1,000,000 SHARES OF \$10 EACH.

Of the above Shares 160,000 have already been subscribed for cash by the Directors and their friends. On these \$1,000 per share will be paid on application and the balance when called up on the same basis as the remaining capital. The remaining 840,000 shares ranking equally with those already subscribed are now offered for Public Subscription payable as to \$1.00 per share on application. The balance due on each share, viz., \$9.00, will be called up as and when required by instalments of \$1.00 per share at intervals of not less than three months between each call.

Any of the shares now offered to the Public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

## DIRECTORS:

DR. J. C. DALMAHOY ALLAN, Alexandra Building, Medical Practitioner.  
C. E. H. BEAVIS, Esq., 9, Queen's Road Central, Victoria, Solicitor.  
H. A. CARTWRIGHT, Esq., 11, Chater Road, Victoria, Managing Director, HONGKONG DAILY PRESS, Ltd.  
CHAN SAU FUNG, Esq., 11, Mei Fong Street, Victoria, Merchant.  
CHAU SIU KI, Esq., 8, Queen's Road West, Victoria, Merchant.  
FREDERICK ELLIS, Esq., 10, Lee House Street, Victoria, Stock Broker.  
HON. MR. R. H. KOTHEWALL, Alexandra Buildings, Victoria, Merchant.  
LEUNG YAN PO, Esq., 31, George's Building, Victoria, Comptroller, of Messrs. Gibb, Livingstone & Co.  
LI WING KWONG, Esq., 153, Queen's Road Central, Victoria, Merchant.  
LI YAU TSUN, Esq., 75, Queen's Road Central, Victoria, Merchant.  
THE REVEREND FATHER L. ROBERT, Procureur General des Missions Etrangères, Procureur General.  
WONG PAK SON, Esq., 220, Queen's Road Central, Victoria, Merchant.

## BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

## AUDITORS:

Messrs. PERCY SMITH, SEPH & FLEMING, Accountants, No. 5, Queen's Road Central, Victoria, Hongkong.

## SOLICITORS:

Messrs. WILKINSON & GEIST, No. 9, Queen's Road Central, Hongkong.

REGISTERED OFFICE OF THE COMPANY:  
No. 10, ICE HOUSE STREET, VICTORIA, HONGKONG.

## PROSPECTUS.

- This Company has been formed principally for the purpose of building houses in the Colony of Hongkong with a view to meeting the great demand for housing accommodation which exists in the Colony at the present time.
- In particular it is proposed to take advantage of the offer recently made by the Government for the grant of land for building purposes on the basis of the scheme explained by the Colonial Secretary at a Meeting of the Legislative Council in June, 1923.

The Promoters are in a position to state that they have completed negotiations for the acquisition from the Government of the plateau below "Jardine's Look-out," which is capable of accommodating 150 to 200 semi-detached houses. The Promoters are also in treaty with the Government for numerous other sites in good localities.

The Promoters have already received about 2,000 applications from persons desiring to obtain the assistance of this Company in building homes for the applicants.

The Promoters will also entertain, and, if thought advisable, take up any other scheme or schemes which may be proposed by the Government for the acquisition of land for building and development.

- The Company is also empowered by its Memorandum of Association to undertake business of all kinds connected with the development of building areas.
- The minimum subscription on which the Directors may proceed to allotment is 100,000 shares.
- No commission or promotion money is being paid by the Company.
- The Company will pay the preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$5,000.
- FREDERICK ELLIS will be the first Managing Director under a contract with the Company at a remuneration of 5 per cent. of the net profits of the Company.
- The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.
- None of the Directors or Promoters are interested in the promotion of the Company except to the extent of the shares taken by them in the Company.
- Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of Messrs. WILKINSON & GEIST, Solicitors for the Company, at any time during business hours.
- A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.
- Application for shares should be made upon the Form accompanying this Prospectus and sent to the Company's Bankers together with a remittance of \$1.00 per share, the amount of the deposit.

Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for a proportionate amount of the deposit will be returned.

(m) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and at and from the offices of the Company at No. 10, "Ice House" Street, Victoria, Hongkong.

This Prospectus has been duly filed with the Registrar of Companies.  
Dated the 20th day of October, 1923. [1456]

## NEW ADVERTISEMENTS

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

DURING the Temporary Absence of Mr. J. H. HOLLAND from the Colony, Mr. GEORGE E. ELLIS will act as Secretary to the Company.

P. H. HOLYOAK, Chairman.  
Hongkong, 6th November, 1923. [1434]

## FOR SALE.

HOUSE on the PEAK, Furnished or Unfurnished, 6 Rooms, a Dining-room, (Bath Room, Hot and Cold Water, Newly Decorated and in the best Repair. Occupation—March. Box No. 1531. Apply—c/o Daily Press Office. [1531]

## THE HONGKONG JOCKEY CLUB.

THE FIFTH GYMKHANA MEETING will be held (weather permitting) at HARRY VALLEY, SATURDAY, 10th, and MONDAY, 12th NOVEMBER, 1923, commencing 2.45 P.M. Each Day.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS at \$5 each up to FRIDAY, NOVEMBER 9th.

The Stewards invite the Ladies of Hongkong to be present. [1458]

HONGKONG TRAMWAY CO. LTD.  
(INCORPORATED IN ENGLAND.)

NOTICE IS HEREBY GIVEN to Shareholders in the above-named Company that the Special Resolution to Wind up the Company and the Extraordinary Resolution providing for the Distribution of the Company's Assets (Incorporated in the Hongkong Tramways Light Railway Bill, 1923) of which Notice has been given to the Shareholders having been confirmed and passed by the REGISTERS OF SHAREHOLDERS in the above named Company both in London and in Hongkong WILL BE OPEN UNTIL THE 30th DAY OF NOVEMBER, 1923, for the purpose of registering Transfers of Shares after which date the said Registers will be closed and the Liquidator will proceed to a Distribution of the Assets of this Company among the Persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.

W. F. SIMMONS, Secretary on behalf of EDWARD RICHARD MORRIS, Liquidator.  
Hongkong, November, 1923. [1525]

## LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the UNION CHURCH HALL, Kennedy Road, the FIRST MONDAY in Each Month.

## PRECEPTORY.

The Imperial Grand Black Chapter of the British Commonwealth No. 801, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month. Anyone interested should apply at the above Hall. [1401]

## HONGKONG BOXING ASSOCIATION.

FIRST TOURNAMENT OF THE SEASON.

MONDAY, NOVEMBER 12th, AT 8.12 P.M.

## THEATRE ROYAL.

15 ROUND CONTEST FOR THE WELTERWEIGHT CHAMPIONSHIP OF THE COLONY AND THE SCOTT HARRISON BELT.

A. B. DIXON, Scout, TRINITY, R.G.A.

10 ROUND LIGHTWEIGHT CONTEST.

A. B. HINES, Pte. FLYNN, H.M.S. Dilmeda, 2nd Battalion, The King's Regiment.

Also One Heavyweight, One Middleweight, One Bantamweight, and One Featherweight Contest Each of Six Rounds each.

Booking at MOUTRIE'S: Members on the 8th November, General Public from the 9th November.

## USUAL PRICES.

A BAND WILL BE IN ATTENDANCE.

NEXT TOURNAMENT—1st Dec., 1923, at the THEATRE ROYAL. [1512]

## NOTICE OF REMOVAL.

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

## WANTED.

FURNISHED or UNFURNISHED HOUSE, Peak or Middle Levels. Apply Box No. 1528, c/o Daily Press Office. [1528]

## FOR SALE.

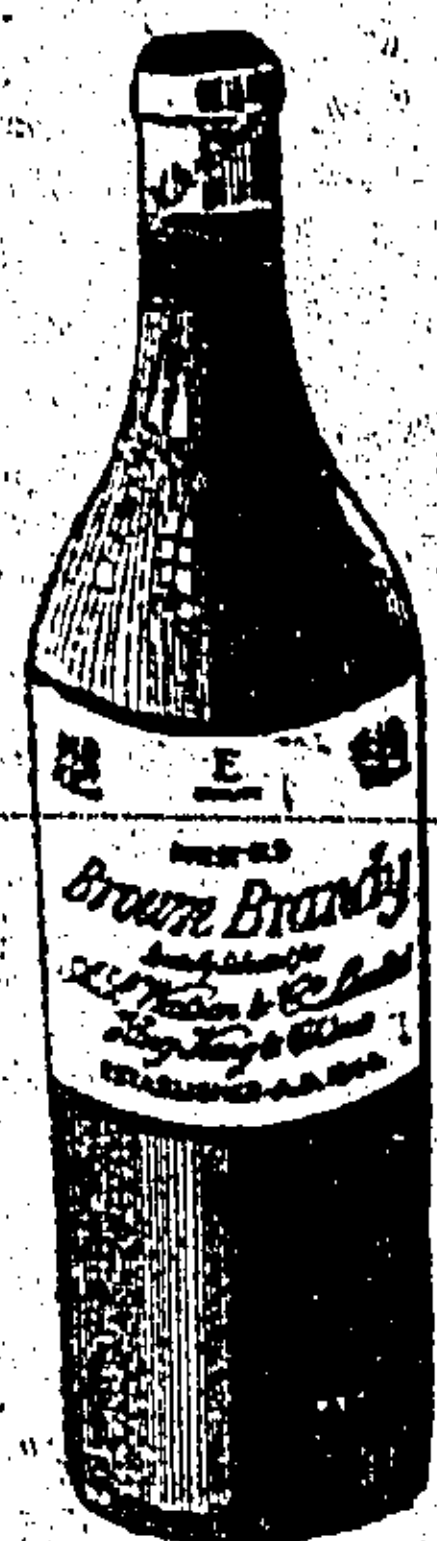
HOUSE on the PEAK, overlooking South side of the Island. Occupation April 1924. 3 Reception Rooms, 2 Bedrooms, 3 Bathrooms, 2 Drying Rooms and a small Office, Tennis Court and Large Garden—In all over 28,000 square feet. Apply Box No. 1518, c/o Daily Press Office. [1529]

## INTIMATION

## OLD

## BROWN

## BRANDY



A genuine after dinner  
Cognac of excellent  
bouquet and taste.

SPECIALLY SELECTED FOR

A. S. WATSON &  
CO., LTD.,

Wine & Spirit Merchants.

TELEPHONE 616.

## BIRTH.

HARRISON.—At Swatow, on November 2nd, to Mr. and Mrs. J. R. HARRISON, a daughter. [1535]

Hongkong Office: 1A, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press

HONGKONG, NOVEMBER 7th, 1923.

## THE GREAT WAR AND THE CHINESE CRIMINAL.

The newspapers of the Straits Settlements, for a considerable time past, have had a good deal to say about the increase of crime in those territories by Chinese secret societies. The subject was not overlooked in the Budget debate in the Legislative Council at Singapore last week. One of the Chinese Members of the Council said, an extraordinary situation had arisen, and it required extraordinary measures to deal with it. The suppression of secret societies, he said, was an urgent business. "If they were allowed to develop they would attack other sections of the community hitherto unmolested and extend their ramifications to other places in British Malaya." One of the British members of the Council said there was no doubt of the prevalence in Singapore at the present time of a serious feeling of uneasiness in consequence of the frequency with which crimes are committed. He referred particularly to crimes of violence and extortion, committed more or less openly in the streets of Singapore. "In most cases the criminals have been able to escape. One remedy, although not the only one, he said, was a thoroughly efficient police force, 'efficient, not in one part only, but right down to the bottom.' What was wanted was a force of efficient constables, keen on the suppression of crime, and resolute in the pursuit of criminals. Not only must they be efficient, keen, and resolute, but they must be present in sufficient numbers to enable the officers who command them to bring to any danger spot an adequate reserve, so that the streets might be properly patrolled. One of the most

valuable contributions made to the discussion in the local Press that we have noticed was a well-reasoned appeal by an "ex-Policeman" for a reorganisation of the Police Administration.

If the criminal situation in the Straits Settlements is "extraordinary"—as it unquestionably appears to be—the explanation of it given by the Colonial Secretary is, surely, more extraordinary still. Sir FREDERICK JAMES said: "There is no question at all that crime and lawlessness have enormously increased, not only in Singapore but throughout the world. It is a natural result of the upheaval occasioned by the late Great War." It has become the fashion to hold the Great War responsible for a great deal that is evil in the world to-day, but, surely, it is a great stretch of the imagination to suggest that it has been responsible for the increased activities of Chinese criminal societies. For an explanation of the increased criminality of the Chinese we have no need to look to Europe; it is perfectly obvious in the deplorable state of lawlessness into which China has been steadily drifting since the inauguration of Republican Government twelve years ago, and the Great War has had nothing to do with it. The greater part of the labour required for the rubber plantations and the tin mines of Malaya is imported from China, and when we survey the conditions prevailing in bandit-ridden China to-day we cannot be surprised at reports of increasing lawlessness and crime in places abroad to which Chinese labour emigrates in any considerable volume. Hongkong's close proximity to China gives us first-hand experience in the matter. We have never heard it suggested here that our increasing criminal statistics are a legacy of the Great War; we are near enough to the causes to know what they really are. Sir FREDERICK JAMES promised a thorough reorganisation of the police force under the new Inspector-General, and plaintively asked:

"What further can we do in respect of legislation? We can in this Colony, if the Council agrees, adopt the measures which recently the Hongkong Government has found it necessary to adopt. The first of these is that a contravention of any provision of the Arms and Ammunition Ordinance shall be punishable summarily by a fine of \$1,000 and one year's imprisonment, or, on indictment by ten years' rigorous imprisonment. With regard to these provisions the Attorney-General is of opinion that our purpose would be better served by substituting a penalty of two years' rigorous imprisonment, or 24 strokes, by a magistrate, in summary trial. In this country it is recognised that when a case goes from the magistrate to the Assizes, with the result that the case at the Assizes practically disappears as well. Again, any police officer can search anybody in the public street between 6 p.m. and 6 a.m., and anybody at any time who was acting suspiciously. A provision like the last, unless it is exercised with great caution, would not quite meet with the views expressed to-day, but you must take into consideration the state of the town. It is exceedingly difficult for us to take any measures whatever in connection with immigration, except to see that the regulations of the Passengers' Restriction Ordinance are properly carried out. Ever since the days of the East India Company it has been realised that this country depends for its labour on its immigrant population, and that that population coming here to seek for labour is susceptible to restriction. In addition to the measures I have spoken about, the Council will be invited to consider whether flogging shall be a punishment for offences under both the Arms and Explosives and Minor Offences Ordinances."

An obvious comment on the foregoing statement is that if the objections made to Hongkong legislation are sound they apply with greater force in Hongkong than in Singapore. With so many facilities for getting out of Hongkong into territory vaguely defined as "Canton more far," witnesses are more "apt to disappear" here than they are at Singapore, where it is easier to keep an eye upon them. It will be interesting to see whether in Hongkong witnesses in such cases will disappear "with the result that the case at the Assizes practically disappears as well."

Mr. and Mrs. N. L. Smith returned to the Colony on the *Atsuta Maru*. Mr. H. E. Parkinson, Mr. and Mrs. H. S. Rouse, and Mr. D. S. Gubbay were among the passengers who left by the *President Grant* yesterday.

The total output of the Kailan Mining Administration's mines for the week ending October 20th amounted to 71,113 tons and the sales 103,918 tons.

There will be a Tea-dance at the Helena May Institute on Thursday, Nov. 8th, at 5.30 p.m., for members and their friends. Tickets \$1 each may be obtained on application to the Secretary.

Passengers leaving by the *Atsuta Maru* for London included Mr. W. M. Phipps and Mr. D. M. Laskins.

The *Atsuta Maru*, which left Hongkong yesterday for Japan, has on board the first shipment of gifts made to the Japan Relief Supply Committee in London. All gifts forwarded by the Committee are being carried free of charge by the Nippon Yusen Kaisha.

Mr. A. E. Francis, passenger agent of the Pacific Mail Steamship Company at Shanghai, has resigned his position to accept an appointment as agent for Struthers and Barry at Hongkong. Upon assumption of his new post, it is said, that he will be the youngest steamship agent in the Orient.

Among the passengers who arrived by the *Empress of Canada*, in addition to Sir Olud and Lady Severn, were Mr. R. E. O. Bird, Mr. and Mrs. E. Potter, Mr. F. S. Harrison, Mr. H. C. Shrubsole, Mr. A. H. Carroll, Mrs. Findlay Miller and daughter, Mr. and Mrs. Dukes, and Mme. Nègre.

At West Ham Police Court last month John Lloyd was committed for trial on a charge of stealing wines, spirits, beers, etc., valued £34, the property of Messrs. Alfred Holt & Co., Ltd. It was alleged that at the conclusion of a voyage in the steamer *Hysan* accused's stock was found deficient, bottles being filled with diluted vinegar and lime juice. Accused pleaded, not guilty and was allowed bail.

Our Canton contemporary announces that "since a larger part of the provinces of Kwangsi has come under the jurisdiction of the Government at Canton, the Generalissimo has given orders to the effect that the scope of the District Inspectorate of Salt Revenues of Kwangsi should be extended to Kwangsi province also, that the name of the Kwangsi Inspectorate should be changed into Inspectorate of Salt Revenues of Kwangtung and Kwangsi."

R. J. A. E. Verbeek, second officer on board the Dutch steamer *Van Coten*, has been charged at the Singapore Police Court with importing a quantity of opium into that Colony and also with being concerned in the importation of opium. The accused has been allowed bail of \$10,000. The case was postponed until the 20th November. A Singapore paper understands that action is to be taken also against the Captain and another officer on the steamer.

Following upon the resignation of his position as chairman of the company and his seat on the board of directors, the shareholders of the Manila Railway Co. (1906) voted Mr. C. J. Catescott, on his personal representative, a yearly payment of £1,000 for five years. It was pointed out that Mr. Catescott had drawn no remuneration since 1916. A small proportion of those present felt that the proposed amount should be limited to £7,000. An amendment to that effect was moved, but lost, and the original resolution carried with two or three dissentients.

## SMALL POX RETURNS.

The number of small-pox cases notified to the Medical Officer of Health during the week ended November 3rd was 47. There were 43 deaths from the disease during the week. All the cases were Chinese. Two were imported cases. During the twenty-four hours ended November 5th, 22 further cases were reported.

## REMARKABLE ACCIDENT.

TAXI, RICKSHA AND NINE PEOPLE IN THE HARBOUR.

A taxicab, its driver and four passengers and a ricksha, its puller and three passengers were yesterday afternoon hurled into the harbour at Causeway Bay as the result of a collision between the taxicab and the ricksha. All the people were rescued, eight out of the nine escaping with a ducking and minor scratches. The ninth—an old woman of 82 years of age—is suffering from severe shock and she now lies at the Government Civil Hospital in a serious condition.

This remarkable accident occurred at 4.15 p.m. on the Causeway Bay Road, opposite the Polo Ground. The ricksha, containing the old lady, and her two small grand children, was proceeding towards Whitfield and the taxicab (with four passengers) was coming in the opposite direction. Both vehicles were on their right sides. The police are at present unable to give the reason for the accident but the driver of the taxicab states that something went wrong with the steering gear and the cab suddenly swerved across the road and into the ricksha. The ricksha was hurled from the Praya into the water. The motorcar followed suit, taking a "header" into the none too clean waters of the sumpas. Fortunately there was not a great deal of water in the Refuge at the time—between three and four feet. A lively scene followed, sampans came up from all directions whilst Chinese pedestrians jumped into the water to assist in the rescue work. Police Sergeant Taylor superintended these operations, and much credit is due to him for the prompt measures he took in handling the situation. All the people were soon hauled out of the water and their slight injuries attended to.

Later Mr. Rowe, Managing Director of the Taxicab Company, appeared on the scene and with the aid of two motorcars managed to haul the taxi up the sloping Praya wall out to the Praya. The taxi was not badly damaged but the ricksha was wrecked.



## CABLES.

[LATEST CABLES  
[THROUGH ROUTE'S AGENCY.]ALLEGED RUM RUNNER  
CAPTURED.  
LIQUOR ABOARD A BRITISH  
SCHOONER.

JACKSONVILLE, Nov. 5th.  
The schooner *Louise*, alleged to be British, was captured inside the twelve-mile limit after a three-hour chase. Officials allege that there were 3,000 cases of liquor aboard. The Captain and six of the crew were arrested.

HEAVY EARTHQUAKE IN  
CALIFORNIA.

CALIFORNIA, California, Nov. 5th.  
The heaviest earthquake experienced for years occurred in the Imperial Valley yesterday. It dislodged buildings from their foundations, cracked walls and broke windows. There were no casualties.

ANOTHER U.S. STATE DIS-  
CARDS PROHIBITION.

EDMONTON, Alberta, Nov. 5th.  
After a six months' trial of prohibition a referendum of the electors, by a large majority, decided in favour of the sale of liquors through Government vendors on a permit system, thus joining the provinces of British Columbia, Manitoba and Quebec.

THE DUBLIN HUNGER STRIKE  
COLLAPSING.

DUBLIN, November 5th.  
The hunger-strike is collapsing. There are now only seven hundred fasting.

ESTATE OF LATE MR. J. A.  
JEFFREY.

LONDON, November 5th.  
Mr. J. A. Jeffrey of the Hongkong and Shanghai Bank left estate valued at £52,000.

## EARLIER CABLES.

THE LATE MR. BONAR  
LAW.

IMPRESSIVE FUNERAL IN  
WESTMINSTER ABBEY.

LONDON, November 5th.  
Large crowds testified to the public sympathy for Mr. Bonar Law on the occasion of his funeral.

A short service was first held in St. Columba's Church of Scotland, of which Mr. Bonar Law was a member. The coffin was placed in a catafalque at the head of the church, covered with a Union Jack.

There were numerous wreaths, the senders including Cabinet Ministers, the French Government, the Dominions Conference delegates, and Mr. Lloyd George.

The cortege then proceeded by motor to Westminster Abbey. The pall bearers—the Prince of Wales, Mr. Baldwin, Lord Balfour, Mr. Chamberlain, the Speaker, Mr. Asquith, Lord Carson, Lord Beaverbrook, Viscount FitzAlan and Mr. Ramsay MacDonald—escorted the coffin over the last part of the route. The distinguished assembly in the Abbey included the Overseas Premiers. The coffin was covered with a gold embroidered pall, and was carried to the steps of the altar in solemn procession, the choir chanting the burial service. They then sang "The Strife is over," after which the coffin was taken in procession to the grave, the site of which was covered by a purple carpet striped with white. The beautiful copper urn containing the ashes was removed from the coffin and lowered into the grave with the words: "Ashes to ashes, dust to dust." The funeral, "Recessional" and the funeral March of Chopin concluded the service.

## "LUSITANIA" CLAIM.

## DECISIONS OF THE COMMISSION.

WASHINGTON, November 5th.  
The Mixed Claims Commission has upheld the American compensation claims against Germany in respect of the loss of life, etc., resulting from the torpedoing of the *s.s. Lusitania*, but Germany has not been held liable for punitive or vindictive damage or problematical mental anguish. Under the principles laid down by the Commission, a large part of the \$22,500,000 of claims will be allowed, but claims aggregating \$345,000,000, in respect of the war risk insurance premium paid by the American shippers in war time will be dismissed.

EX-CROWN PRINCE OF  
GERMANY.

MUST REMAIN IN EXILE.  
PARIS, November 5th.  
It is semi-officially stated that M. Poincaré agrees to the British proposal for an Allied *démarche* with a view to preventing the projected departure of the German ex-Crown Prince from Holland to Germany.

GERMANY'S INTERNAL  
CONVULSION.

## SEPARATISTS STILL ACTIVE.

LONDON, November 5th.

The Separatist movement is apparently still making headway in some quarters. A Paris message says a report from Düsseldorf states that Separatists from Coblenz have occupied public buildings at Kaiserlautern, and a Rhineland Republic has been proclaimed in several towns near Frankfurt and on the Sarre border. A Berlin message confirms the Separatist occupation of the town hall and law courts at Kaiserlautern.

PRESIDENT'S APPEAL TO THE  
NATION.

BERLIN, November 5th.

"This is a serious time; Germany is threatened with internal convulsions." Thus runs an appeal to the nation signed by President Ebert, declaring that a section of the community, profiting from the people's distress, threaten to throw the torch of internecine warfare among the people. The appeal urges the maintenance of the unity of the Reich and the upholding of law and order, and concludes by saying the Reichswehr and police will do their duty.

STINNES SYNDICATE PAYS  
REPARATIONS.

PARIS, November 5th.

A message from Düsseldorf states that an agreement has been signed with the Hugo Stinnes group which provides that the group shall pay the Allies a million dollars arrears of the coal tax, also ten francs per ton on eighty-eight hundredths of the output, and resume deliveries in kind, to be repaid by the Reich, and deliveries to the troops of occupation, and the Franco-Belgian regime.

THE COTTON INDUSTRY.  
BOARD OF TRADE CONFERENCE.

LONDON, November 5th.

A joint committee representing the principal employers and employers' organisations, appointed as the result of a conference of the cotton industry convened by the Lord Mayor at Manchester on October 5th, was received to-day by the President of the Board of Trade. The proceedings lasted two hours, and were private. Various measures were discussed with a view to mitigating the grave difficulties now being experienced. It was agreed that the Lord Mayor's committee should in detail examine the suggestions submitted.

## SURPLUS WHEAT.

REDUCED ACREAGE RECOM-  
MENDED IN U.S.

WASHINGTON, November 5th.  
The War Finance Corporation, whom President Coolidge has asked to investigate the wheat farmers' complaints, advocates the co-operative marketing and adjustment of the wheat acreage to world production, as presenting the best results for distressed agriculturists. The report opposes all forms of Government intervention, either by direct bounty or buying the so-called surplus wheat, and marketing it abroad. It is considered that the latter course would provoke retaliatory measures.

SERBIAN ULTIMATUM TO  
BULGARIA.

## THE MUSSOLINI GESTURE.

BELGRADE, November 5th.  
In consequence of an attack on Colonel Krastitch, the Serbian military attaché at Sofia, who was fired on with a pistol but received no injury, Serbia has sent Bulgaria a 48-hour ultimatum demanding official apologies, the honouring of the Serbian flag at Sofia by a detachment of Bulgarian soldiers, a Bulgarian official enquiry, exemplary punishment of the guilty, and submission of the question of indemnity to the Court of International Justice.

## PAPYRUS SOLD.

LONDON, November 5th.  
Papyrus has been purchased by Mr. J. P. Hornung, the well-known patron of the Basil Jarvis stable. The price is not disclosed.

P & O ISSUE HEAVILY  
OVER-SUBSCRIBED.

LONDON, November 5th.  
The P & O issue, to be devoted to the construction of vessels to replace those destroyed in war time, has been heavily over-subscribed.

## LATEST CABLES.

P & O ORDER ANOTHER  
LINER.

LONDON, November 5th.  
The P & O Co. have placed an order with Clyde shipbuilders for a large passenger liner propelled by reciprocating steam engines.

FAR EASTERN CABLE  
NEWS.

[THROUGH ROUTE'S AGENCY.]

FIGHTING IN THE CHANGSHA  
REGION.

PEKING, November 5th.

Advices from the Changsha region state that up river Chao Heng Ti's forces have met with further success, occupying Sian-tan. Tan Yen Kai is concentrating his troops further up river at Hengshan. Down river General Chao's men also are gaining ground. While Wuchang reinforcements have mainly contributed towards General Chao's successes, it appears that Shou Hung Ying had arrived at Hunan and Tan Yen Kai counted on his assistance, but Shen went over to Chao, throwing Tan's plans into disorder.

THE UPROAR IN PEKING  
PARLIAMENT.

MEMBERS ASSAULTED BY SPEAKER'S  
BODYGUARD.

PEKING, November 5th.  
It appears that Wu Ching Lien's body-guard yesterday afternoon consisted of twenty secret service men, who were stated to be armed with pistols. One guard assaulted a Member of Parliament on the floor of the House. Other members arrested the guard and handed him over to the police.

A group of members appear determined that this guard shall be publicly tried, doubtless hoping to incriminate Wu Ching Lien.

## A JAPANESE MUSSOLINI IN ITALY.

ROME, November 5th.  
Signor Mussolini has received Mr. Sometani who is described as an envoy from the Japanese Fascisti.

## SHANGHAI RACES.

## YESTERDAY'S RESULTS.

The following are the results of yesterday's racing at the Shanghai Autumn Meeting.

## 1.—THE PAGODA CUP.

DISTANCE: One mile and a quarter.  
Messrs. Stitt & Stephen's Coq Ganlois (Mr. Hill) 1  
Messrs. A. B. & J. Rosenfeld's San Leandro (Mr. Patterson) 2  
Mr. Elkayem's Dundelin (Mr. Bremner) 3

## 2.—THE NORTHERN CUP.

DISTANCE: Three quarters of a mile.  
Messrs. J. Bendin & M. Speedman's Zonlon (Mr. Heard) 1  
Mr. Wm. McBain's Christmas Gift (Mr. Knoll) 2  
Mr. Liddell's Carlington (Mr. Liddell) 3

## 3.—THE CHINA CUP.

Messrs. Potts & Hayn's Harvest King (Mr. Hill) 1  
Messrs. Logan & Wilson's St. Blaise (Mr. Knoll) 2  
Mr. Allan's California (Mr. Moller) 3

4.—THE CHINESE AND SHANGHAI  
STAKES.

DISTANCE: One mile and a quarter.  
Messrs. Stitt & Stephen's Cock o' The North (Mr. Hill) 1  
Mr. Campox's Old Bill (Mr. Bremner) 2  
Messrs. Day and Toeg's Columbia (Mr. A. N. Dallas) 3

## 5.—THE LAMA MAU STAKES.

DISTANCE: Two miles.  
Mr. Henry Morris's Lichfield (Mr. Stewart) 1  
Mr. Nugget's Thomas à Beckett (Mr. Brand) 2  
Capt. R. E. Sassoon's Castle Sycee (Capt. Sassoon) 3  
Mr. Day's Arbor Day (Mr. A. N. Dallas) 4

## 6.—THE RUBICON PLATE.

DISTANCE: One mile and a quarter.  
Messrs. Stitt & Stephen's Kupa (Mr. Burkill) 1  
Mr. Day's Woodland (Mr. A. N. Dallas) 2  
Mr. Allan's Washington (Mr. Knoll) 3

## 7.—THE RACING STAKES.

DISTANCE: One mile and a quarter.  
Mr. Liddell's Woodcroft (Mr. Liddell) 1  
Mr. Wee Two's Young Bill (Mr. Barkill) 2  
Messrs. Arnold & H. Sassoon's Roman Parrot (Mr. Hill) 3

## 8.—THE SYCEE STAKES.

DISTANCE: Seven furlongs.  
Mr. Toeg's Mizrapur (Mr. Moller) 1  
Mr. Bekinda's Edenhall (Mr. Matcham) 2  
Messrs. Arnold & H. Sassoon's Roman Parrot (Mr. Hill) 3

The Gilbert Blane gold medal, awarded annually to the naval medical officer obtaining the highest aggregate marks for promotion to the rank of surgeon-lieutenant-commander, subject to the approval of the Presidents of the Royal Colleges of Physicians and Surgeons and the Medical Director-General of the Navy, has been awarded, for 1923 to Surgeon-Lieutenant-Commander Julian L. Priston, M.B., M.R.C.P., D.P.H., Assistant to the Professor of Pathology at the Naval Medical School, Greenwich, and formerly serving in the *Harkness* in China.

## OUR LONDON LETTER.

BRITISH INDUSTRIALISTS AND  
CONDITIONS IN CHINA.OPENING OF THE IMPERIAL  
CONFERENCE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 4th.

## THE KING'S PRIVATE SECRETARY.

Lord Stamfordham, whose retirement as Private Secretary to His Majesty the King is announced to take place in the course of the next few weeks, is in his seventy-fifth year, and he has well earned relaxation from a position which involves a great deal of strain and responsibility. During his tenure of office Lord Stamfordham has won the good opinion of men of every party and profession who have been brought into contact with him in connection with the business of Parliament or the various Court Departments. For this reason his retirement will be sincerely regretted.

No statement has yet been made as to his successor, but it is very generally expected that the honour of serving King George as Private Secretary will be conferred upon Colonel Clive Wigram, who has been Lord Stamfordham's assistant for the past seven or eight years. He has stood high in Court favour since he acted as an A.D.C. to the King, then Prince of Wales, when he visited India.

## WOMEN ROTARIANS.

I hear that a Rotary Club for women is to be started in London almost at once. Something was sure to happen in this way after the successful inauguration of an organisation on Rotary lines in Bristol under the style and title of the Venture Club. This is proving extremely popular in the old city on the banks of the Severn. The promoters of the London Club have, however, been somewhat perplexed over a suitable name, and out of many suggestions that have been made the one that finds most favour is "Soroptimist." It is an unlovely word, which is all that can be expected from a kind of hybrid, derived from "optimist" and the Latin word "Soror," meaning sister. Still, as the poet says, "What's in a name?" and so long as the lady Rotarians are happy and live up to the principles of the movement nobody need complain.

## LORD MORLEY.

The papers have dealt very fully with the career of the late Lord Morley, and there is no lack of appreciation of his high character and the value of his work as a public man. But it is the barest truth to say that for most people on the sunny side of middle-life Lord Morley was little more than a name. His services as a politician belong to a period which has already become history—the Gladstonian campaign for Irish Home Rule (how very far off that seems now!), the storms that swept over the country when Parnell was a commanding figure, and, later, the controversy over the rights and wrongs of the Boer War.

Lord Morley was never a success as a platform speaker. The matter of his speeches was good, and often very fine indeed, but it was spoiled by indifferent delivery. It was better to keep away from his meetings and read with pleasure the beautifully turned phrases, marked by literary polish, in the newspapers next day.

His fame rests mainly on his literary works. His "Life" of Gladstone is, of course, already acknowledged to be a classic of its kind among biographies. Once when asked the question, he placed his "Cromwell" as his best book; but there are many who (I am one of them) would give their votes to "Voltaire."

"T.P.'s" NEW EDITORSHIP.  
Of Mr. T. P. O'Connor, M.P., it might be said with truth in the familiar language of Shakespeare that "Age cannot wither nor custom stale his infinite variety," especially as a journalist. He is the Father of the House of Commons, and he may also be called the Father of Fleet Street. Anyway, at the age of seventy-five Mr. O'Connor is about to assume the editorship of a new journal which will see the light of publicity in a few weeks.

I believe Mr. O'Connor intended to revive the weekly paper that had a vogue years ago, *T.P.'s Weekly*, which dealt with matters personal in pretty nearly every walk of life, more particularly Society and the Stage. The House of Cassell had in contemplation something of the same kind, and in the result the well-known publishing firm and the famous journalist agreed to join forces, and bring out a paper under the title, *T.P.'s and Cassell's Weekly*. I believe that some eminent people are to be on the list of contributors; and for the rest Mr. O'Connor may be trusted to make the personal side of the journal bright and interesting.

## BURLESQUE BOXING.

Following the Carpenter-Breckett "fight" in which the Frenchman won after giving his opponent three punches, which occupied fifteen seconds, the general opinion is divided between resentment and amused contempt at the whole business. Some of the critics in the Press openly declare that the public like to be fooled, and they are fooled accordingly. Others profess to believe that it is a case of Breckett being outclassed, that he is a "good honest bruiser" of no hopelessly out-of-date pattern, and that he "had not the foggiest idea of what he was about." You can take either view as the correct one, according to taste. Reading between the lines of the reports of the alleged contest there is no getting away from the fact that clouds of suspicion are in the air.

The suspicion that exists is not dispelled when the amount of money concerned is taken into account. It is estimated that the gross receipts from tickets sold amounted to £40,000. Some of this, of course, goes for entertainment tax, and there are other expenses incidental to staging such a big show; but on the other

hand, the box-office takings do not represent the total revenue. For instance, the Pathe syndicate paid £3,000 for the film rights, and, as things turned out, it may prove that the performance at Olympia is one of the most expensive films ever made.

## WHAT OF THE SPORTING SIDE?

This question is rightly asked whether the burlesque boxing at Olympia is to be regarded as an indication of decadence in the domain of British sport. Good judges are convinced that it means nothing of the kind. They hold that these latter-day ring encounters have no resemblance to prize-fighting as it used to be carried out. A prize-fight was formerly a ding-dong battle between two fairly matched pugilists, and it meant business all the time. Sensation was not artificially heaped round the struggle. The loser did not walk off with £4,000, which someone with a talent for figures has worked out as payment to Breckett at the rate of £200 a second. The boxing seems to be secondary!

## THE IMPERIAL CONFERENCE.

This week the Imperial Conference to which so much importance is rightly attached was opened in London, and for the next six weeks or two months discussions will be carried on with regard to Empire problems of paramount interest. It is curious, as showing the mutability of mundane things, that General Smuts and the veteran Mr. Massey, of New Zealand, are the only survivors of the Dominion Premiers who attended the last Conference in 1917. Of the new men whose qualities as statesmen have yet to be tested in their conversations with the Mother Country, Mr. Mackenzie King, Canada's Prime Minister, is commonly regarded as the outstanding figure.

The opening of the Conference had a certain informality which made it appear in the eyes of some akin to a jovial family reunion. The Prime Minister and the Duke of Devonshire did the honours in the way of reception. There was the utmost cordiality, with an absence of stiffness or an air of what may be called officialism. The Dominion Premiers, as well as the statesmen here, from Mr. Baldwin downwards, are determined to get to grips with the problem—especially in respect to finance—which the British Empire has to face as a legacy of the war.

## LABOUR AND UNEMPLOYMENT.

Whatever decisions the Imperial Conference may come to, it appears certain that, with a view probably to impress our visitors from the Dominions, the extremists of the Labour Party have resolved to make all the capital they possibly can out of the black outlook that faces the country in the matter of unemployment.

A highly-spiced pamphlet entitled "A Call to Action" has been issued broadcast in the poorer districts of London and also in the great industrial centres. As everyone knows, Parliament is due to re-assemble in a few weeks, but the firebrands demand the immediate summoning of the House of Commons. The out-of-work are called upon to force Parliament to act, whatever that may mean; and there are hints at intimidation in the form of hunger-marches on London, similar to those which were organised last Winter, with disastrous results for the dupes who took part.

The extremists claim that "the whole Labour movement" is with them, which is not true, and they insist that more must be provided, which is easier said than done. In the absence of work, inactivity is demanded at "full Trade Union rates of wages." I have no doubt that the idea behind all this is to force the hands of the Parliamentary Labour Party. But will the schemers succeed? It is hardly likely. But if not, then there is every prospect of trouble ahead.

UNEMPLOYMENT.  
In writing as I have done about Labour hot-heads and the question of unemployment, it should not be assumed that the situation is anything but grave. It has, as a matter of fact, been growing in extent and difficulty while Ministers have been on holiday, and they have returned to discover that the schemes that were planned last Summer will not prove adequate to the needs of the country. In this, of course, the Labour irreconcilables have seen an opportunity not to be missed, and they are accordingly hard at work stirring up trouble—the only kind of "work" they willingly perform.

The situation is so serious that the Government Departments chiefly concerned are striving in desperate haste to get schemes on a bigger scale than heretofore ready against the meeting of Parliament next month. It is well-known that there is a great deal of resentment in the country at what is supposed to be the unpreparedness of the Government, and the feeling is not confined to Labour. I learn, indeed, that the Industrial Group in the House of Commons, which includes among its members numerous Conservatives, are preparing to support any movement designed to force the unemployment issue before the Cabinet as one of urgency to be tackled before anything else.

## CHINESE TRADE.

I am informed that the Federation of British Industries have in hand the question of trade conditions in China, and, as a result of long and careful deliberation, a special sub-committee has been set up under the direct auspices of the Overseas Committee of the Federation—a standing body of acknowledged authority—with instructions to examine and report on the whole question of British trade with and in China. The action that has been taken is the outcome of representations made to the F.B.I. by manufacturers with important connections in China. I am told that considerable interest is being taken generally in the matter by firms in association with the Federation. The report of the sub-committee will be awaited with the hope of practical suggestions being formulated. I expect to be in a position to give some further information about this at an early date.

(Continued at foot of next column.)

THE SECRETARY OF STATE  
AND HONGKONG.

In the course of his address to the Imperial Conference on October 3rd His Grace the Duke of Devonshire, Secretary of State for the Colonies, alluded to Hongkong in the following terms:—

"This disturbed condition of the neighbouring Chinese province of Kwangtung, and of China generally, has naturally had a bad effect on the trade of Hongkong as a distributing centre for South China. But in spite of this the trade returns for last year would have shown a considerable increase on those of the previous year had it not been for a very serious strike of Chinese labourers which paralysed the port for several weeks in the spring of 1922. A large scheme is under contemplation as a present for an extensive reclamation undertaking designed to increase the facilities of what is already, from the point of view of tonnage entered and cleared, the biggest port in the world."

Of all parts of the Empire, Hongkong has probably come through the recent acute period of trade depression with the least loss and suffering. This is due to the fact that, as the entrepot of South China, she profits from every branch of the huge and varied export trade of China as well as from its European imports. It is also true that political unrest in China has diverted much wealth and capital to the neighbouring British Colony, in which the merchants and well-to-do classes of Chinese have implicit confidence.

THE PROPOSED RAILWAY  
GUARDS IN CHINA.JAPANESE COLONEL TO ORGANISE  
THEM.

A Peking message says:—The Ministry of Communications is arranging to employ Colonel Banai, a Japanese, to organise and train the proposed Railway guards for the Tientsin-Pukow Railway, so as to circumvent the Legation diplomats' whose Lincheng demands contemplated the appointment of a British or other European military officer.

Some weeks ago, General Munthe, the well-known Norwegian commander of the Peking Chinese legation police, surveyed the railway situation and drafted a scheme for the organisation of the railway guards, but although his proposals were accepted by the Ministry of Communications, and the Ministry intended to appoint him to the post of associate foreign commandant, Col. Munthe declined to accept the post, in view of certain modifications limiting his authority.

It is in consequence of Gen. Munthe's refusal, and in order to avoid having to appoint a British military officer as commandant of the guards that the Peking officials have now hit upon the plan of appointing a Japanese.

THE SINGAPORE NAVAL  
BASE.

## PRELIMINARY STAFF.

Already the staff of the new naval base at Singapore is shaping into form, says a home paper, and it is most likely that before the end of the present year the approximate number of officers and ratings necessary to carry on immediate preliminaries will be on the spot.

The naval officers appointed to Singapore in the past few weeks include Capt. Cloudey V. Robinson, Capt. R. V. S. Johnson, Royal Marines; Paymaster-Commander B. Carter, Lieut. Commander J. S. Morrell, in charge of the Wireless Station; and Lieut. M. J. W. Ellingworth, in charge of the Select Wireless Station.

The civil officers appointed include Mr. W. C. T. Hammond, Admiralty Fuel and Store Officer; Mr. C. H. Cole, Superintendent Civil Engineer; Mr. A. Bale and Mr. R. Morton, Assistant Civil Engineers; Mr. C. R. Rattenbury, Civil Engineer; and Mr. J. A. Seath, Assistant Civil Engineer.

## JAPAN'S SPINNING TRADE.

THREATENED BY IMPORTATIONS  
FROM CHINA.

An Osaka message says:—Spinning mills in Japan are panic-stricken, owing to the vigorous importation of cotton yarn from China. The earthquake has made it practically impossible for spinning-mills in Tokyo to carry on their business, and induced the prices of cotton yarn to rise. If China can produce superior kinds, experts agree in saying they will easily take the place of the Japanese yarn, as in respect of price, they have already superseded the Japanese-made.

## THE RUHR PROBLEM.

The withdrawal of passive resistance to the French in the Ruhr, by reason of the inability of the German Government to finance opposition any longer, seems to have convinced even the "Hats-off-to-France" section of the Press of the futility of French policy. We have our neighbours across the Channel now saying that nothing short of the Ruhr put under French expectations will satisfy them; that in fact passive resistance has ceased.

But what does this really mean? There are vast accumulations of locomotives, machine tools, steel rails, etc., in the Ruhr, the production of nine months; but while the delivery of this immense quantity of goods would be compliance with French political demands, there is the extraordinary fact that French and Belgian industrialists are moving heaven and earth to prevent this flood from being let loose on their own and the world markets. Was there ever anything more paradoxical?—H.B.







## MADAME FLINT

Desires to bring under the

## NOTICE

of the Ladies of Hongkong that

MADAME LEMAITRE

has arrived from Paris with a consignment of the latest

## PARIS CREATIONS

including Race Frocks, Evening Frocks and Winter Frocks. MADAME LEMAITRE, who is well known in Hongkong, has spent six months in Paris devoting her time to a special study of the newest and most fashionable creations as shown in the Paris salons, and will in future be in charge of the Ladies' Dressmaking Department at Madame Flint's.

From To-day the Patrons of MADAME FLINT will be able to have any class of material made up under the supervision of MADAME LEMAITRE, thus placing the latest fashion ideas within reach of the most sensitive purse.

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IN TAIWAN (FORMOSA)		
Taipei — Taiwan Railway Hotel	Changchun — Yamato Hotel	Hoten (Mukden) — Yamato Hotel
IN CHOSUN		
Fusan — Fusan Station Hotel Keijo (Seoul) — Chosen Hotel Shingaku — Shingaku Station Hotel	Changchun — Yamato Hotel	Hoten (Mukden) — Yamato Hotel
IN MANCHURIA		
	Changchun — Yamato Hotel	Hoten (Mukden) — Yamato Hotel

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HONGKONG.

DESTINY OF MAN  
INFINITE POSSIBILITIES.

Sir Oliver Lodge delivered an address on "Man and the Universe" on September 18th before a large congregation at Sefton Park Presbyterian Church, Liverpool. Fifty years ago, he said, there was supposed to be a conflict between religion and science. Half a century ago he attended meetings of the British Association, when those great men, Huxley and Tyndall, dealt with certain discoveries, and indicated their views of the universe. Then it seemed hardly realized that one system of truth need not be in opposition to another system, and men of science, enthusiastically engaged in the pursuit of truth, hardly realized that there were other avenues beyond those which they themselves were travelling. Mistakes were doubtless made on both sides. But theologians perceived that the exploration of nature was the business of science, and that the facts when properly understood could not only be harmonised, but could give a still grander view of existence than had been previously held.

Speaking then of the "Revelation of the sky," of the other world in space, of the extraordinary magnitude of the universe—its infinitude, as far as we could judge—Sir Oliver Lodge said the same system of law and order run through it all. The same laws of physics held throughout the universe, and the same chemical elements existed in the most distant star. The chemical analysis of the stars was in itself a wonderful achievement, and the size of the stars, as recently discovered, had been a revelation. The sun was a gigantic body compared with the earth, but it was known as a dwarf among the stars, and beyond the stars that we saw were clusters innumerable which were an indication of other universes beyond and outside our own. Not exactly other universes, but other stellar systems. The stellar system was the Milky Way, consisting of millions of worlds, but here and away in the depths of space were other systems, perhaps as large as this, perhaps larger, and so on without end.

This was the revelation of the infinitely big. Then there was the revelation of the infinitely small—the atom—and its structure. Fifty years ago we did not know the atom had a structure. We hardly suspected that it could have, it was so minute. It was thought to be an indivisible unity, of which all material things were built. But the atom had now delivered up its secret, and it was found to consist of very minute and concentrated electric charges revolving round a nucleus as the planets revolved round a sun. The discovery was quite recent that the same system of law and order that reigned through the heavens held equally in the interior of the atom, so that there was an atomic astronomy growing up before our eyes, leading up to wonder if there was any limit to smallness any more than there was any limit to bigness.

Among all these immensities man might appear insignificant, and he was humbled by his animal ancestry. He had much to contend against and overcome. Sometimes he seemed wild and ugly; but he was immature. He was in the process of making, and unfinished things were often ugly. Man was comparatively a recent comer to this planet, and was far from perfect, but he had in him the seeds of majesty. He was endowed with free will. He was not, like mechanism, constrained to do right. He had the power of going wrong, and he utilised the power to his own hurt. If he had no power of going wrong, he would be merely perfect mechanism. He would not have a kinship with divinity. Man was related on his bodily side to the animals, but on his mental and spiritual side he had some incipient kinship with deity. He had infinite possibilities of development, and when the work was complete, through the slow process of the ages, they would see that the product was worth all the labour and sacrifice and pain which seemed to have been necessary to bring it out, and thereby to form a creature who went right because he would, and not because he must—a higher ideal than any that man had ever conceived. And we were immortal beings. We would see this development and rejoice in it in the fullness of time.

## WIRELESS UNHEEDED.

U.S. NAVIGATING OFFICER ON HIS MISTAKE.

The wreck of the seven U.S. destroyers recently on the rocky coast of California was due to a navigating officer's decision, after receiving one confused wireless direction, to consider all subsequent directions wrong.

This was disclosed at the naval court of inquiry by Lieut. Laurence Blodgett, navigating officer of the *Delphy*, which was leading the squadron.

Upon concluding his evidence, Lieut. Blodgett was named defendant in the case by Admiral Pratt, presiding officer at the inquiry. Lieut. Blodgett's efforts to have his previous evidence struck from the records was overruled by the admiral.

Lieut. Blodgett stated that the wireless station at Point Arguello repeatedly sent the destroyers' warnings which showed that the squadron was north of the station, but after the first confused signal it did not enter the officers' heads that they might be wrong and the wireless directions right.

The last bearing was received seven minutes before the accident, and indicated that the destroyers were still north of the channel and would strike the rocks if they turned eastward, but Lieut. Blodgett, believing himself in Santa Barbara Channel, turned on to the rocks.

At Leeds, University on September 17th the honorary degree of Master of Arts was conferred upon M. Frederick Peaker, president of the Institute of Journalists.

GLEN LINE, LIMITED.  
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, AND STRAITS, ETC.

THE Motor Vessel "GLENHARRY" having arrived from the above ports, Consignees of cargo by re-re are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 9th November, 1923, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 8th November, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 2nd November, 1923. (1519)

## NOTICE TO CONSIGNEES.

The Steamship "BOLTON CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst. at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hongkong, 2nd November, 1923. (1517)

## S.S. "LIEUTENANT SAINT LOUBERT BIE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, and LONDON also Cargo ex S.S. "CHEF DECANCIEN MAILHOT" from COGNAC in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 8th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 12th instant, or they will not be recognized.

All damaged packages will be examined on Thursday, the 8th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected.

R. RODENFUSSE, Acting Agent, Hongkong, 2nd November, 1923. (1518)

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION		
SHANGHAI via SWATOW	"TUNGSHING"	Friday	8th Nov. D.L.
MANILA	"MINGSHANG"	Friday	8th Nov. 3 p.m.
SHANGHAI via SWATOW	"LOKSANG"	Sunday	11th Nov. D.L.
STRAITS & CALCUTTA	"NAMSANG"	Monday	12th Nov. 2 p.m.
RANGOON via SWATOW	"HOFSANG"	Tuesday	13th Nov. 10 a.m.
TSINGTAU via SWATOW	"TAISANG"	Wednesday	14th Nov. D.L.
SHANGHAI via SWATOW	"WINSANG"	Friday	16th Nov. D.L.
HAIPHONG via HOIKOW	"LEESANG"	Saturday	17th Nov. 10 a.m.
Kobe via MOJI	"LAISANG"	Sunday	18th Nov. D.L.
TIENSIN	"CHEONGSHING"	Monday	19th Nov. Noon
TSINGTAU via SWATOW	"TAKSANG"	Wednesday	21st Nov. D.L.
SANDAKAN	"HUNSHANG"	Thursday	22nd Nov. 3 p.m.
BANGKOK via HOIKOW	"CHUNSHANG"	Thursday	23rd Nov. 10 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Saturday	1st Dec. 3 p.m.

CAUTION LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Passengers approximately weekly for passengers and cargo calling at Hongkong where latest news is obtained.

SOERABO LINE—Sailings approximately every three days between Soerabaja and Hongkong, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao-tung.

HONGKONG LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

S.S. "NAMSANG" will be despatched on or about Monday, 12th Nov. at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

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OUTWARDS. HOMEWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong
"GLENAPP"	17th Nov.	"GLENAMOT"	29th Nov.
"GLENMARTINSHIRE"	25th Nov.	"GLENMARTINSHIRE"	29th Nov.
"GLENMARTINSHIRE"	25th Nov.	"GLENMARTINSHIRE"	29th Nov.
"GLENMARTINSHIRE"	25th Nov.	"GLENMARTINSHIRE"	29th Nov.
"GLENMARTINSHIRE"	25th Nov.	"GLENMARTINSHIRE"	29th Nov.

Movements are subject to change without notice.

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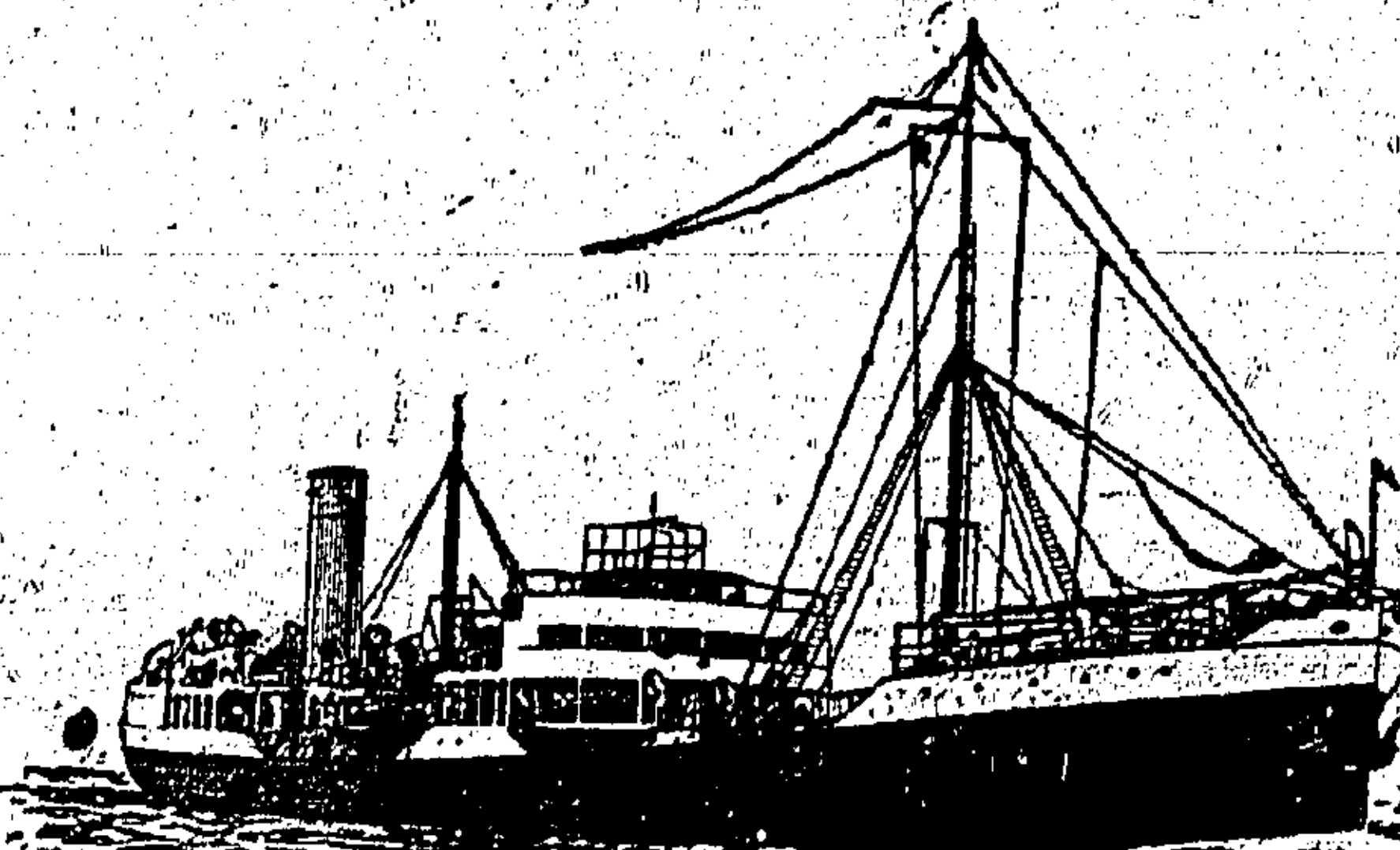
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R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.



## SHIPPING NEWS

## ARRIVALS.

**November 6th.**  
**Albatross**, Japanese str., 1,301 tons, Capt. T. Yashii, from Karatsu, with a cargo of coal, lying at buoy No. 130.—Mitsubishi & Co.  
**Empress of Canada**, British str., 2,137 tons, Capt. A. J. Hailey, R.N.R., from Vancouver, B.C., which port she left on October 18th, with a general cargo, lying at Kowloon wharf.—C.P.S.S., Ltd.  
**H. H. Asquith**, British str., 3,178 tons, Capt. E. Watley, from Barry and Colombo, with a general cargo, lying at buoy No. 224.—Dodwell & Co.  
**Alingany**, British str., 900 tons, Capt. J. H. Ferguson, from Manila, with a general cargo, lying at buoy No. C32.—J. M. & Co.  
**Taiwan**, Panama str., 390 tons, Capt. R. H. Lohd, from Kwangchowwan, with a general cargo, lying at Young Tai Hing wharf.—Sung Tai Hong.  
**Hajima**, Japanese str., from Canton, lying at Wanchai.  
**Yezzo**, Italian str., 1,590 tons, Capt. J. Hoeylich, from Shanghai, with a general cargo, lying at buoy No. A3.—Dodwell & Co.  
**Watan**, Portuguese str., 715 tons, Capt. R. Simoes, from Hoihow, with a general cargo, lying at buoy No. C17.—W. T. & Co.  
**November 6th.**  
**City of Orin**, British str., 1,778 tons, Capt. M. D. Ruyven, from Shanghai, with a general cargo, lying at buoy No. A32.—Bank Line.  
**Glengyle**, British str., 3,060 tons, Capt. O. O. Simpson, from Shanghai, with a general cargo, lying at buoy No. A4.—J. M. & Co.  
**Hulda**, British str., 1,144 tons, Capt. D. T. Lewis, from Saigon, with a general cargo, lying at Stonecutters.—W. T. & Co.  
**Haruna**, Japanese str., 6,311 tons, Capt. H. Hirata, from Kobe and Shanghai, with a general cargo, lying at buoy No. A2.—N.Y.K.  
**Kwongkai**, Chinese str., 1,438 tons, Capt. G. L. Crawford, R.N.R., from Shanghai, with a general cargo, lying at buoy No. C16.—C.M.S.N. Co.  
**Nov. 6th.**  
**British str.**, 842 tons, Capt. H. van den Berg, from Hoihow and Hoihow, with a general cargo, lying at buoy No. C41.—Yik Tai S.S. Co.  
**Pronto**, Norwegian str., 1,282 tons, Capt. E. D. Knutson, from Keelung, with a cargo of coal, lying at Stonecutters.—K. Larson & Co.  
**Shanghai**, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo, lying at buoy No. B36.—N.Y.K.  
**Fan Cloon**, Dutch str., 2,802 tons, Capt. F. Schutte, from Singapore, with a general cargo, lying at Kowloon wharf.—J.C.J.L.  
**Fan Vollenhoven**, French str., 704 tons, Capt. R. Roses, from Hoihow, with a cargo of coal, lying at buoy No. C42.—Van S.S. Co.

## CLEARANCES.

**November 5th.**  
**Albatross**, for Shanghai.  
**King Tuen**, for Swatow.  
**President Grant**, for Shanghai.  
**Fanma**, for Takao.  
**Wu Tai**, for Canton.  
**November 6th.**  
**Glengyle**, for Swatow.  
**City of Orin**, for Manila.  
**Glengyle**, for Hoihow.  
**Glengyle**, for Singapore.  
**Glengyle**, for Swatow.  
**Hajima**, for Canton.  
**Haruna**, for Singapore.  
**Hulda**, for Swatow.  
**Kwongkai**, for Canton.  
**Manung**, for Sandakan.  
**Pronto**, for Canton.  
**President Grant**, for Shanghai.  
**Pronto**, for Saigon.  
**Sungshun**, for Canton.  
**Taiwan**, for Singapore.  
**Taiwan**, for Batavia.  
**Taiwan**, for Canton.  
**Yezzo**, for Singapore.  
**Yezzo**, for Shanghai.

## VESSELS EXPECTED.

**Isador** (M.M.), due Nov. 7th.  
**Antony** (Blue Funnel), due Nov. 8th.  
**Calcutta** (Blue Funnel), due Nov. 24th.  
**Chambers** (M.M.), due Nov. 22nd.  
**Davids** (Blue Funnel), due Nov. 27th.  
**Empress of Russia**, due Nov. 10th.  
**President Madison** (Admiral Oriental), due to-day.  
**Sungshun** (T.K.K.), due Nov. 8th.  
**Thesus** (Blue Funnel), due Nov. 26th.  
**Victorie**, due Nov. 9th.

**VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ**  
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**HOLLAND-OOST AZIE LIJN**  
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Arrivals from Europe.  
 S.S. "ZOSMA" ... 22nd Nov.  
 S.S. "OLDEKERK" ... 18th Dec.

Sailings to Europe subject to alterations.

Steamers	From	Sailing on or about
"OOSTERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	18th Nov.
"OLDEKERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	24th Nov.
"ZOSMA" ...	Rotterdam, Amsterdam, Hamburg & Bremen	27th Dec.

For full particulars please apply to—  
**JAVA-CHINA-JAPAN LIJN.**  
 General Agents.  
 York Buildings

## PASSENGERS.

**ARRIVALS.**  
 Per R.M.S. *Empress of Canada*, on November 5th:—Mr. E. Bird, Mr. S. Blum, Mr. and Mrs. G. Dukes, Mr. F. S. Harrison, Mrs. L. L. Master, J. and Miss E. Little, Mr. J. T. Mariner, Mme. Negre, Mr. and Mrs. E. Potter, Sir Claud and Lady Severn, Miss D. Chamberlain, Mr. H. C. Shrubsole, Miss W. Sattler, Mr. Mrs. H. D. and Master H. R. Warner, Mr. and Mrs. C. F. Yates, Mr. J. Tucker, Mrs. A. D. and Miss A. J. Collins, Mrs. J. W. and Miss A. Little, Mr. M. Benjamin, Miss V. Capell, Mr. A. H. Carroll, Mr. C. M. Cottrell, Mr. and Mrs. F. H. Fitzgerald, Mr. W. N. Fleming, Miss Gironi, Mr. S. R. Gots, Mr. and Mrs. D. Green, Mr. and Mrs. R. E. Green, Mr. H. D. Hillard and infant, Mr. H. Hovenier, Mrs. J. La'ch, Mr. A. L. Lockyer, Mrs. V. O. Padwick, Mr. J. T. Newall, Mr. L. H. Rawson, Mrs. E. and Miss P. Raleigh, Mr. and Mrs. H. Robinson, Remington, Mr. and Mrs. G. Robinson, Mr. Wm. Stead, Mrs. S. Suarez, Mr. L. Walsh, Rev. G. H. Waters, Mr. Wrench, Dr. Albert, Mr. and Mrs. J. Goodhue, Mr. W. S. Curtis, Miss N. S. Elliott, Miss A. Lindwall, Mr. B. S. Love, Mr. W. C. Mar, Mrs. Mar, Miss K. E. Vaughn, Mr. A. W. Exline, Mr. and Mrs. O. D. Harter and a large number of Chinese passengers.

**DEPARTURES.**  
 Per T.K.K. s.s. *Kura Maru*, on November 5th:—Mrs. E. Atkinson, Mr. R. Batson, Mr. A. H. Ginnam, Rev. and Mrs. R. T. Meeker.  
 Per P. & O. s.s. *Nellie*, on November 6th:—Mr. H. Canning, Mr. Prout, Mr. Payne, Mr. W. Lovelock, Mr. Mariner, Mrs. L. E. Ohashi, Mrs. Fraser, Mr. Strang, Mr. W. H. Overell, Mr. N. F. Smith, Mr. P. G. Day, Mr. S. J. Parker and Mrs. E. Abbey.

Per s.s. *Taiwan*, on November 6th:—For Singapore:—Mr. A. M. Birchall, Mr. E. O. Brownlow, Mr. and Mrs. H. O. Vanderstegen, For London:—Miss L. J. Brendley, Mr. and Mrs. F. H. Cradock, Miss S. C. Crane, Mrs. H. F. Crown, Miss E. M. Dugden, Mrs. S. Plemmons, Mr. S. Hall, Mrs. H. D. Harber, Mrs. W. A. Haygate, Mr. W. L. Hunter, Mrs. P. J. Kelly, Mr. and Mrs. W. King, Miss L. L. G. G. D. D. and V. V. King, Mr. D. M. Larkin, Mr. and Mrs. J. P. Lockhart, Mrs. W. Lovatt, Mrs. E. B. Macnaughton, Mrs. A. C. Newcomb, Master P. Nield, Mrs. C. A. Peake, Mr. W. M. Pittendrigh, Mr. and Mrs. W. Schefield, Mr. M. G. Scott, Mrs. A. Slack, Mr. H. Tjensland, Mr. and Mrs. G. W. Vick.

Per Admiral Oriental liner *President Grant*, for Seattle and Victoria, via Shanghai, Kobe and Yokohama, on Nov. 8th:—Mr. John H. Frey, Mrs. F. I. Vanhelt, Miss Jack Plummer, Mr. A. Hill, Mr. Richard Luther, Mr. E. W. Seltzer, Mr. K. Sahara, Mr. A. C. S. Wright, Mr. Canton Grant, Mr. F. E. S. Hutton, Mr. W. H. Matthews, Mr. A. Perry, Mr. K. Tyson, Mr. and Mrs. D. M. Nisio, Mrs. M. Palmer, Mr. D. S. Gubbay, Mr. and Mrs. H. S. Rouse, Mr. H. E. Parkinson, Mr. E. McKay, Mr. and Mrs. J. H. Monk, Mr. R. R. Roxburgh, Mr. B. G. Xavier, Mr. B. M. Castro, Mr. and Mrs. E. Bunji, Mr. Silas H. Bates, Mr. and Mrs. D. W. Herrington, Mrs. A. M. Morgan, Rev. W. S. McGoldrick, Mr. J. Oswald, Mr. Z. L. Loo, Miss Blanche Tobin, Miss B. M. Blunt, Dr. Phyllis Haddon, Miss Violet Bargrave, Mrs. P. Eardley, the Misses G. E. B. and D. Master H. Eardley, Mr. T. H. Andrews, Mr. V. K. Peet, Mr. T. K. King, and a large number of Chinese passengers.

## WEATHER REPORT.

November 5th at 5.40.—Pressure has decreased slightly at all reporting stations. A depression is shown to the south of Guam. Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea.  
 Hongkong rainfall for the 24 hours ending at 18 hours, 6th November, 0.00 inch. Total since January 1st, 106.02 inches, against an average of 80.75 inches.  
 The forecast for the 24 hours ending at 18 hours, 7th Nov. is as follows:—  
 District Forecast

Formosa Channel	N.E. winds, moderate; overcast occasional rain.
Hongkong to Gap Rock	do.
South coast of China between Hongkong and Lamooes	do.
South coast of China between Hongkong and Hainan	do.



## HOME VIA CANADA

**Hongkong to England**  
 via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.  

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Canada	Nov. 17	Dec. 8	Dec. 19
Empress Russia	Nov. 29	Dec. 17	Dec. 27
Empress Australia	Dec. 21	Jan. 9	Jan. 16
Empress Asia	Jan. 10	Jan. 28	Feb. 8

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

**HONGKONG-MANILA SERVICE.**  
 Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.  
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.  
 Freight and Express: Tel. 42. Cables: NAUTILUS.

## T. K. K.

## THE PATHWAY OF THE SUN

**REDUCED FARE TO EUROPE.**  
 First class throughout. £120. Month class steamers on the Atlantic. £112-£110.  
**HONGKONG TO SAN FRANCISCO.**  
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.  
**STEAMERS**  
**SHINYO MARU** (calling at Manila) ... 22,000 tons, Nov. 18th.  
**SIBERIA MARU** ... 22,000 tons, Dec. 18th.  
**TAIYO MARU** (calling at Manila) ... 22,000 tons, Jan. 6th, 1924.  
**KOREA MARU** (calling at Manila) ... 22,000 tons, Jan. 17th, 1924.

**HONGKONG TO YOKOHAMA.**  
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALI, MOLENDINO, ARICA AND IQUIQUE.  
**STEAMERS**  
**SHINYO MARU** ... 22,000 tons, December 4th.  
**RAKUYO MARU** ... 18,500 tons, January 15th.

**JAPAN-HONGKONG-JAVA SERVICE.**  
 between  
 OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.  
**STEAMER**  
**PERSEA MARU** (Keelung, Moji, Kobe and Osaka) ... November 28th.  
**NEW YORK LINE.** (Freight only)  
 VIA JAVA AND SUEZ.  
**STEAMER**  
**BIYO MARU** ... End of November or Early December.  
 For full information regarding Passengers, Freight & Sailings.  
 Apply to: Agents at Canton: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375.  
 Messrs. T. E. GRIFFITH.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line  
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.  
 S.S. "C. LOPEZ Y LOPEZ" ... 19th Dec.  
 S.S. "ISLA DE PANAY" ... 8th Feb. 1924.  
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.  
 S.S. "C. LOPEZ Y LOPEZ" ... 1st Dec.  
 S.S. "ISLA DE PANAY" ... 19th Jan. 1924.  
 The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.  
 For Freight and/or passage apply to—  
**BOTELHO BROS.**  
 Alexandra Building, Hongkong.



**Yamashita Steamship & Mining Co., Ltd.**  
 Steamship Owners, Shipping & Marine Insurance Broker.  
 Coalmine Owners, General Coal Merchant.  
**REGULAR FREIGHT & PASSENGER SERVICE**  
 BETWEEN  
**KEELUNG, HONGKONG & HAIPHONG.**  
 SAILING FROM HONGKONG.  
 For HAIPHONG via Hoihow & Pakhoi.  
 For KEELUNG via Swatow & Amoy.  
 For further particulars please apply to—  
 Branch Office: No. 37, Bonham Strand, West. Tel. Central No. 155.  
 S. MITARAL, Agent. Top Floor, King's Building. Tel. Central No. 140.

**THE NEW FRENCH REMEDY.**  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**  
 ON SALE  
**BOUND VOLUMES of the HONGKONG WEEKLY PRESS**, January to June, 1923.  
 With Index. Price \$7.50.  
 On sale at the Hongkong Daily Press.

## PACIFIC MAIL

STEAMSHIP COMPANY  
 MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

## SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT PIERCE" ... Wednesday, Nov. 7th.  
 S.S. "PRESIDENT LINCOLN" ... Wednesday, Nov. 21st.

Sailing and Fare subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE
LOS ANGELES		GRAND CANYON
SALT LAKE		FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS.

## HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Monday, Nov. 12th.  
 S.S. "PRESIDENT TAFT" ... Monday, Dec. 3rd.

## HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FIELDING" ... November 18th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—  
**PACIFIC MAIL STEAMSHIP CO.**  
 1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



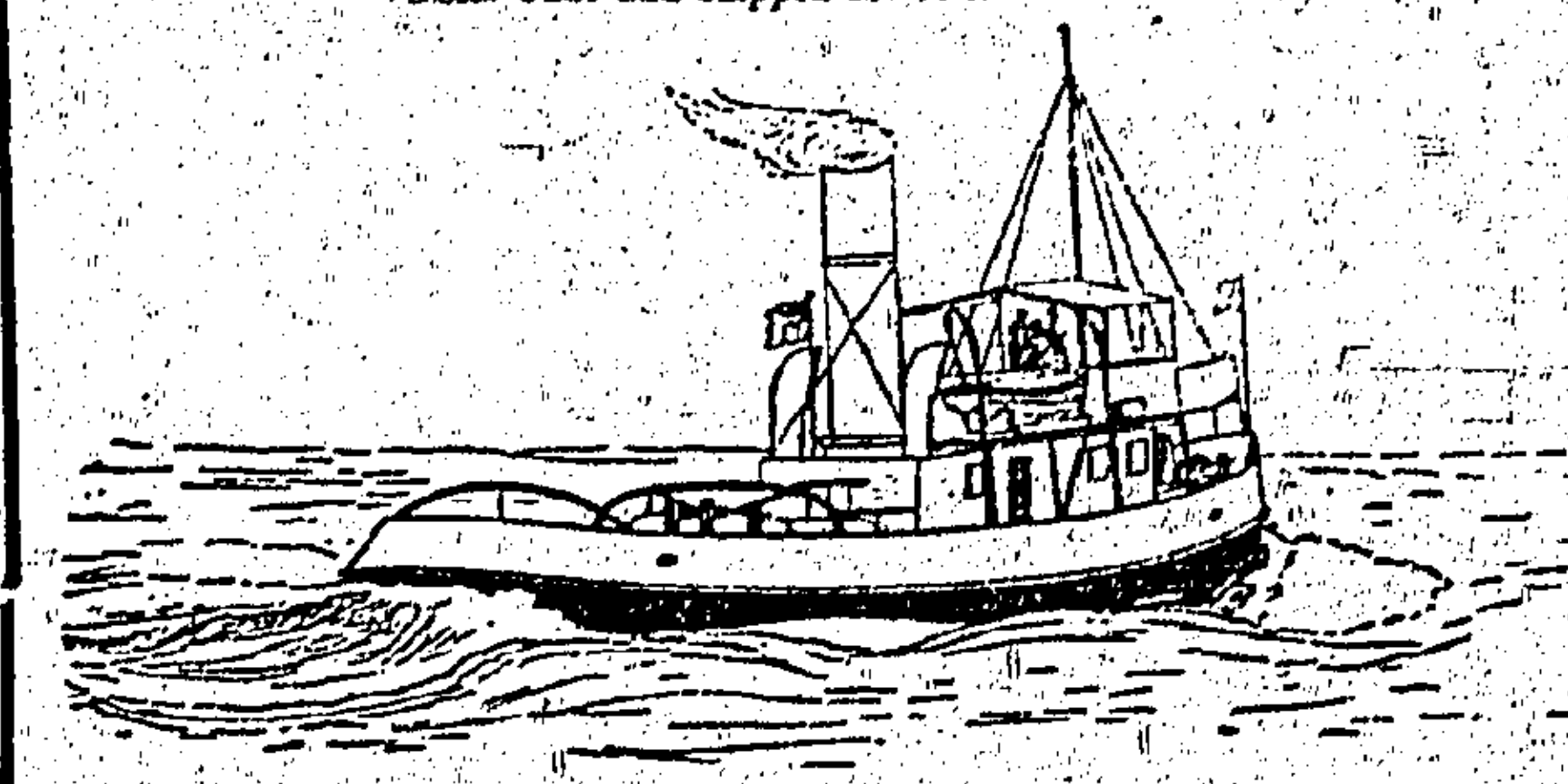
**SAILINGS SUBJECT TO ALTERATION.**  
**VICTORIA, SEATTLE & VANCOUVER** via Shanghai, Japan ports.  
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.  
 Through passage rates to Europe via America: G.3405, G.3420, G.3440.

SHIZUOKA MARU	... Tuesday, 20th Nov., at 11 a.m.
YOKOHAMA MARU	... Wednesday, 13th Dec.
MAHRELL, S. LONDON & ANTWERP via Singapore, &c.	
HARUNA MARU	... Wednesday, 7th Nov., at 11 a.m.
KAMO MARU	... Wednesday, 21st Nov., at 11 a.m.
H	
TOYOHASHI MARU	... Middle of Nov.
L	
COL via MARSEILLES & VALENCIA.	
SYDNEY & MELBOURNE via Manila, &c.	
AKIYAMA	... Wednesday, 14th Nov., at 11 a.m.
TANGO MARU	... Wednesday, 19th Dec.
NEW YORK & BOSTON via PANAMA.	
TAKAOKA MARU	... Saturday, 24th Nov.
HUNOS AIBES via Singapore, Durban & Cape Town.	
KAWACHI MARU	... First half of Dec.
BOMBAY via Singapore and Colombo.	
HAKODATE MARU	... Sunday, 11th Nov.
CALCUTTA via Singapore, Penang & Rangoon.	
AKITA MARU	... Monday, 12th Nov.
NAGASAKI, KOBE & YOKOHAMA.	
TANGO MARU	... Thursday, 22nd Nov.
SHANGHAI, KOBE & YOKOHAMA.	
HOLLAND MARU	... Saturday, 10th Nov.
PENANG MARU (Moji, Kobe & Yokohama)	... Sunday, 11th Nov.
TAMBA MARU	... Friday, 16th Nov.

For further information apply to—  
**NIPPON YUSEN KAISHA**  
 Y. YAMAMOTO, Manager.  
 Telephone: Central Nos. 292, 293 & 2423.

## W. S. BAILEY &amp; CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS  
 Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.

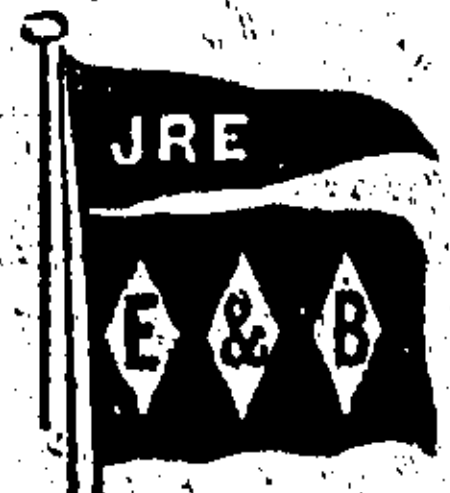


Oil-fired tug boat "LION" built by W. S. Bailey & Co., Ltd.  
 Boilers, Makers, Founders and Constructional Engineers and Repairers.



ELLERMAN &amp;

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF HANKOW" 10th November, Havre, London, Rotterdam & Hamburg.

## PASSENGER SERVICE.

"CITY OF PARIS" 13th November, Shanghai and Japan.  
 "CITY OF KARACHI" 4th December, Marseilles & London.  
 "CITY OF PARIS" 2nd January, Do.  
 "CITY OF CANTON" 31st February, Do.  
 "CITY OF YOKO" 30th March, Do.  
 "CITY OF CAIRO" 18th April, Do.

## FARES TO LONDON.

SINGLE 1st Class "A" £2 2s. "B" £2 4s. 2nd Class "A" £2 5s. "B" £2 5s.  
 RETURN "A" £4 16s. "B" £4 14s. "A" £10s. "B" £9s.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

or to

HOLYOAK, MASSEY &amp; Co., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

S.S. "TEUCER" ... via Suez Canal ... 15th Nov.  
 S.S. "AJAN" ... via Suez Canal ... 25th Nov.  
 S.S. "CITY OF CORINTH" ... via Suez Canal ... 4th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

HONGKONG AND CANTON, HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

M.

## MESSAGERIES MARITIMES

M.

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	No. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHILI	—	—	15th Nov.
PORTHOS	—	—	25th Nov.
ANGKOR	5th Oct.	7th Nov.	11th Dec.
CHAMBERD	19th Oct.	22nd Nov.	25th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	8th Jan. 1924.
ANDRE LEBON	16th Nov.	29th Dec.	22nd Jan.
AMBOISE	30th Nov.	3rd Jan.	5th Feb.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £25 0s. 0d. B Class (1st Class) £28 0s. 0d.  
 C Class (2nd) £18 0s. 0d. D Class (2nd) £22 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

loading for HAVRE, ANTWERP, &amp; DUNKIRK, about.

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIKONG — Capt. W. O. Pasmore 9th Nov., at 1 p.m.  
 HAIPHONG — Capt. Ellis Walker Tuesday, 13th Nov., at 1 p.m.

Arrive and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.

General Manager.



## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

# P. & O., British India

## Apcar and

### Eastern & Australian

#### Lines

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

INDIA, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, (INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 MEYER, EUROPE, ETC.)

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SICILIA"	6,813	14th Nov.	Spain, Penang, Colombo & Bombay
"MALWA"	10,441	16th Nov.	Mars. Gib. London & Antwerp
"NYANZA"	7,023	24th Nov.	Mars. Gib. London & Antwerp
"KALYAN"	9,063	30th Nov.	Marseilles, London & Antwerp
"SOUFAN"	6,698	12th Dec.	Spain, Penang, Colombo & Bday.
"DEVANHA"	6,093	14th Dec.	Mars. London & Antwerp
"KAISAR-HIND"	11,430	28th Dec.	Bday, Mars, Gib. London & Antwerp

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MACEDONIA"	11,089	28th Jan.	do.
"KASHGAR"	8,440	8th Feb.	do.
"MOREA"	10,811	22nd Feb.	do.
"KARMALA"	9,068	7th March	do.
"NADDERA"	15,983	21st March	do.
"KHIVAR"	9,014	4th April	do.
"CHINA"	7,553	18th April	do.
"KALYAN"	9,063	2nd May	do.
"KASHMIR"	8,860	16th May	do.
"KHIVA"	9,097	30th May	do.

## BRITISH INDIA - APCAR SAILINGS

"TORILIA"	5,505	7th Nov. 1 p.m.	Straits and Calcutta
"JAPAN"	6,052	16th Nov.	Singapore Penang & Calcutta.
"TANDA"	6,955	6th Dec.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	5th Jan.	do.
"ST. ALBANS"	4,500	2nd Feb.	do.

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"TANDA"	6,955	18th Nov.	Shanghai, Moji & Kobe.
"KAISAR-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"SOUFAN"	6,698	30th Nov.	Shanghai.
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	11th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	15th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,440	29th Dec.	do.
"SICILIA"	6,813	5th Jan.	Shanghai.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

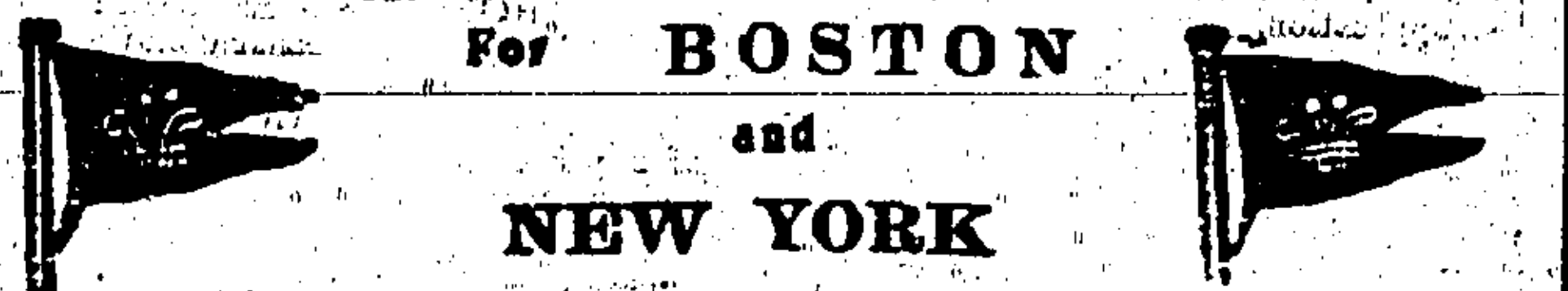
For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON MACKENZIE &amp; CO.,

12, Des Voeux Road Central, HONGKONG.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



## FOR BOSTON

## and

## NEW YORK

S.S. "EASTERN PRINCE" ... on 25th November.  
 For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,  
 (Incorporated in Great Britain)  
 Telephone Central 8165  
 Telegrams (Furprince)  
 51, George's Building [21]

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION		
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore	Monday, 12th Nov.	
Colombo, Suez and Port Said.		
"AMAZON MARU"	Friday, 30th Nov.	
RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon	Friday, 30th Nov.	
Singapore, Colombo, Durban and Capetown.		
"TACOMA MARU"	Friday, 30th Nov.	
BOMBAY via Singapore and Colombo.	Tuesday, 26th Nov.	
"ANDER MARU"	Wednesday, 5th Dec.	
BANGKOK, SHANGHAI & SINGAPORE	Sunday, 2nd Dec.	
"KISHU MARU"	Thursday, 16th Nov.	
Calcutta, Singapore & Rangoon.		
"KADO MARU"	Thursday, 16th Nov.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Port.	Wednesday, 21st Nov.	
"ALABAMA MARU"	Middle of Nov.	
NEW YORK via Japan Port, San Francisco and Panama.	Thursday, 16th Nov.	
"HAWANA MARU"	Wednesday, 28th Nov.	
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.	Sunday, 11th Nov., 10 a.m.	
"BURMA MARU"	Sunday, 18th Nov., 10 a.m.	
KEELUNG via SWATOW & AMOY.	Sunday, 11th Nov., 10 a.m.	
"AMAKUSA MARU"	Thursday, 8th Nov., 8 a.m.	
TAKAO via SWATOW & AMOY.	Friday, 16th Nov.	
"KISHU MARU"		

For further particulars please apply to—

OSAKA SHOEN KAISHA

Telephone Nos. 4088, 4089, 4090.

W. SHIMA, Manager.

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 7th Nov., Noon.
MANILA	"THAN"	On 7th Nov., 4 p.m.
SWATOW & SHANGHAI	"HUICHOW"	On 8th Nov., 10 a.m.
TIENSIN	"KUEICHOW"	On 8th Nov., Noon.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 10th Nov., Noon.
SWATOW, SHANGHAI & PUKOW	"YINGCHOW"	On 11th Nov., 10 a.m.
AMOI & SHANGHAI	"SZECHUEN"	On 13th Nov., D.L.
SWATOW & BANGKOK	"KALGAN"	On 13th Nov., 10 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	On 13th Nov., 4 p.m.
HOIHOW, KAKAO & HAIPHONG	"YUNNAN"	On 14th Nov., 11 a.m.
MANILA	"TAMING"	On 14th Nov., 4 p.m.
SWATOW & SHANGHAI	"SUICHANG"	On 15th Nov., 10 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 17th Nov., D.L.
HOIHOW & BANGKOK	"LINAN"	On 17th Nov., 10 a.m.
SWATOW & SINGAPORE	"CHENGCHU"	On 18th Nov., 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation available, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and Antwerp to Calcutta), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct to Hongkong). Cargo taken on through B/Lading to all East India and North China ports. Passengers for Shanghai do not require to tranship at Swatow.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays (via Swatow and Bangkok) via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE  
 (JOHN SWIRE & SONS, LTD., Agents)  
 Telephone Central 32.

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thure, Is. & Aus. Ports
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